



## Official and Classified ADVERTISEMENTS

Continued from Page 34

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# FISH FACTORY COLLAPSES

## Skippers face cash crisis

FISHERMEN HAVE been left whistling for their money following the collapse of the Scottish fish processors Scoffisco. A receiver has been called in by the Scottish Development Agency which resurrected the firm last year from the ashes of Unkles (Seafoods) Ltd. after it had gone into liquidation. The SDA put £825,000 into the company and the Scottish Fishermen's Organisation invested £25,000. Overdraft facilities were provided by the Clydesdale Bank. The company started up last June.

The main factory was based in Glasgow, with subsidiary plants at Torbert and Islay. Over 100 employees were told they were out of a job last Friday.

The money owed to fishermen for supplies runs into many thousands of pounds. SFO members claim to have a total of £27,000 outstanding.

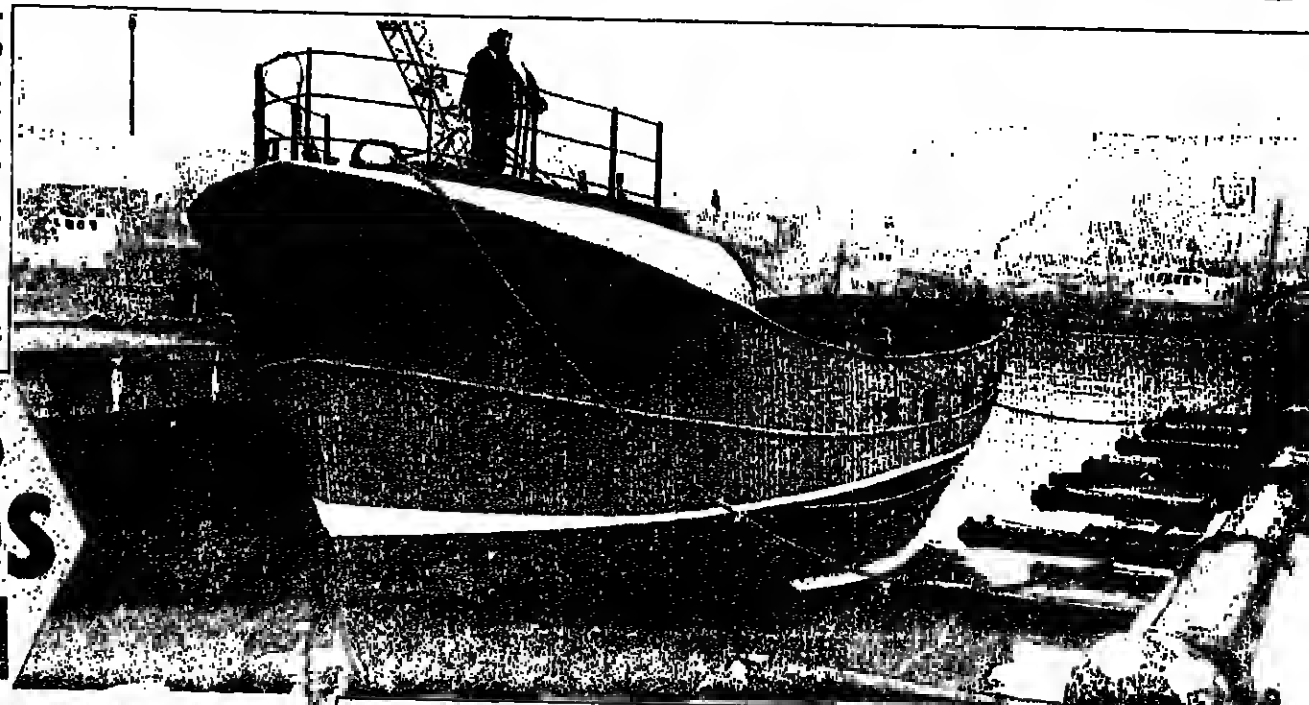
Financial problems on a result of the collapse are not confined to Scottish fishermen.

Three Devon scallop fishermen claim they are owed a total of £3,550 by Scoffisco and look like joining the receiver's queue for a payout when the firm's finances are sorted out.

Peter Hambley, skipper of the Plymouth scallop Anjoka, told Fishing News: "We have been led up the garden path. The firm's manager at Islay, Douglas Keith, promised us a £10,000 guarantee bond at any bank. Then, after four payments — bang. We were told the firm had government backing."

Peter Hambley is owed £2,000 and his brother David.

Turn to page ten



## LEWIS BUILDS AGAIN

THE FIRST trawler built since the Aberdeen shipyard of John Lewis and Sons announced it was going over to oil work was launched last week (above).

The yard — now the John Wood Group Ship Repairing Co. — has undergone extensive modernisation over the past two years to repair and overhaul the largest oil rig support vessels operating in the North Sea. But facilities for building were retained and now the first of two 78ft steel sloop-trawlers for the Don Fishing Co. is Wood Group subsidiary is in the water.

An official naming ceremony will be held on completion of the vessel later this spring and she will work through Don's Peterhead office. She is to be named *Castlewold* and will fish under Skipper George Skene of Portnook who, together with his three brothers, will be a shareholder in the vessel.

Her equipment will include a Dautz 480 hp engine, Northern Tool and Gear winch, Rapp power block and Flehing Hydroullos rope reels. *Castlewold* is one of four 75ft steel vessels being built for the Don Fishing Co. The first two are *Shalwood* and *Marlowood* which were built at Campbelltown Shipyard.



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# ACCIDENT VERDICT ON BOSTON SEA RANGER

A 14 HOUR TIME lag between alerting RNAS Culdrose, Cornwall, and the first rescue helicopter getting away was mentioned by the West Cornwall Coroner at the Boston Sea Ranger inquest at Penzance on Tuesday.

The inquest was being held on three fishermen from the £1m. Lowestoft stern trawler which capsized and sank off Gwennep Head, Cornwall, early on December 5 last year. There were only three survivors of the eight men on board: two bodies have not yet been found.

Survivors in their liferafts saw ships passing by which did not respond to their hand flares and rockets. Two survivors who saw ships passing by their liferafts in the dark were her skipper, Ian Lacey, and the mate Michael Reynolds.

Skipper Lacey of Glebs Close, Lowestoft, told the Coroner: "I think they were two ships steaming westerly. They passed us to the south. We were in the water and you think the ships are closer because you are lower."

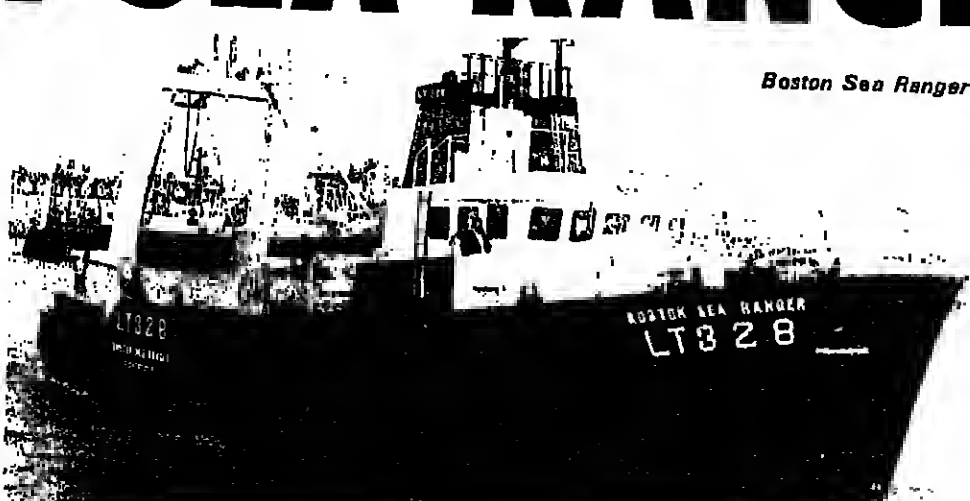
The skipper of Arctic Buccaneer (the freezer trawler which joined in the rescue) said that when he steamed to see the ship he passed a cargo ship on a reciprocal course.

He must have been close, but how close I don't know," remarked Skipper Lacey.

Mr. Reynolds, who was in another liferaft for two hours and was rescued by Sennen liferaft, said he saw two or three big ships and sent up hand flares and hand rockets, but they just carried on.

"You could see the lights on them plain enough," he told the Coroner.

The mate spoke of the night of the tragedy and said that he had not yet returned to see. He had identified the bodies of the three dead fishermen.



Boston Sea Ranger

despatch of the rescue services it will certainly be done."

On behalf of the public he thanked the crews and officers in charge of the rescue services at Culdrose for the work they did "often at immense danger to themselves to save human life."

Mr. Robins also praised the RNLI which is always ready to go to the aid of those in distress.

"I am not sure the public at large really understand the amount of work and danger that the RNLI subject themselves to," he said. Sympathy was expressed to the bereaved families.

The evidence was overwhelmingly clear that all three men lost their lives in the accidental foundering of the vessel. Death was due to accidental drowning.

The inquest was on: Anthony Hugh Smith, of Suffolk Road, South Town, Yarmouth (33), the ship's cook; John Stephen Clerk (23) of Love Road, Lowestoft, a deckhand; and Thomas Switzer, of Trales, Ireland (46), deckhand and second engineer.

Dr. Frederick Hocking, Cornwall's pathologist, said Mr. Clerk and Mr. Switzer died at sea.

He was informed that when the ship arrived on land it was found to be empty.

water in the hulls tanks," he said.

"Then, as he came out of the engine room, the swell came up the funnel and down the port side hatch. It was not unusual to have a sea on the deck when they were loading because the storm was more in the water, but this time it came on and went down the hatch and gave us a list to port."

They bettened down the hatch, but the trawler kept going over to port. "In a matter of minutes she had gone over," said Mr. Reynolds.

Boston Sea Ranger was at least three-quarters full of fish at the time.

Mr. Reynolds was told to free the liferafts and did this on the port and starboard sides, also he launched the starboard liferaft. He slipped and fell into the water as they were pulling in the aleck rope, but still had hold of the line and managed to get on a raft.

"I had a look around and it was all dark, and decided to open up the container and get the flares out and put some light on the water to see if I could see anybody else."

"Standing in the liferaft with the flares out down the vision through the flares, and

after that it was impossible to see anything and for me I lost vision," he added.

He was joined by his brother Raymond Palmer who went to the liferaft. He sent up distress rockets, kept shouting, but he saw anyone. They saw the other liferaft and that only Skipper Lacey was there.

When they were picked up by the liferaft, they saw the other liferaft and that only Skipper Lacey was there.

Skipper Lacey said evidence that all three were in the "abandoned" position on the starboard side of the bridge. He was told the ship was overboard and was swept off her side.

Two high waves came over the ramp. Skipper Lacey said the "abandoned" position to go down.

He did not give the abandoned ship because he did not think the ship was not sinking. He went down to the liferaft, and in his liferaft, "and in the space of about a minute, the ship had disappeared."

Mr. Reynolds said he pointed out on Wednesday day that the skipper of the Arctic Buccaneer was a member of the Sennen liferaft rescue service.

King's helicopter for the rescue service. It was a pity that the skipper was not with the ship.

The search area was an area of 80 miles radius around the last known position of the ship.

A number of fish boxes were sighted from the plane and, on Wednesday, the

## BOAT MISSING WITH 8 CREW

AN AIR SEARCH started at first light on Wednesday for a Fraserburgh seine net boat with eight men on board.

Richard Irvin, agents for the 78ft. Enterprise, alerted the coastguard after the vessel failed to respond to a radio message.

She had last been in touch with another Fraserburgh boat on Thursday last week when her position was reported as 80 miles east of Lerwick, Shetland. Fog and storms have been reported in the area.

An RAF Nimrod was despatched to search an area of 80 miles radius around the last known position of the boat.

A number of fish boxes were sighted from the plane and, on Wednesday, the

boat *Boy Andrew* of Peterhead was making for the area to locate and identify the boxes.

Mary Croon reported sighting a lifebelt 60 miles away from the last reported position, but it was lost in the darkness while hauling.

Coastguards were also searching the eastern coastline of Shetland and a helicopter was standing by at Sumburgh airport, near Lerwick.

In command of Enterprise when she went missing was a Fraserburgh man, John Seally Jnr, the son of the owner, John 'Jackie' Seally of Cairnburg. He has been unable to work the boat lately due to ill health.

Enterprise was built in 1970 in the Richard Irvin boatyard, Peterhead. She is of traditional ordinar-stern design in wood.





Former skipper, Tommy Wadlow (left), receives his retirement gifts from Small & Co. director, Tim Spurrier.

## 50 limit for ex-skipper

FORMER drifter skipper Tommy Wadlow, who first joined the Small and Co. group at Lowestoft half-a-century ago, received retirement presents from the group and staff last week.

Presenting Mr. Wadlow served in minesweepers and end his wife with a teatime on Monday and it was liquidiser from his colleagues, Tim Spurrier, a director of the group, said that Mr. Wadlow had been with them "man and boy". He was one of those people who gave not only good service to a firm but absolute loyalty.

Mr. Wadlow, who had been market foreman for Hobsons for some years, started going to sea as a boy cook on a herring drifter at the age of 15. He worked his way up to skipper.

During the 1939-45 war he

# Cornish boat smashed on quay

A CORNISH fisherman risked his life on Sunday by jumping aboard an inshore boat which had broken her mooring in heavy seas. The boat came close to capsizing with him aboard.

Crimson Arrow (PW 185), a Cygnus Marine GM32 fitted out by the Mitchell boatyard two years ago, snapped both her bow mooring lines and was smashed against the quay head at Boscastle in a heavy ground

sea. A surveyor examined the boat on Monday and it is thought he will recommend she is a write-off.

"She is cracked from stern to stern and is a total wreck", said her skipper-owner, George Knight, who fought all morning to save the vessel.

It was 9.15 a.m. that her two bow lines parted but the third, at the stern, held. Fishermen from Boscastle, Padstow and Rock turned out, along almost the whole population of Boscastle, to assist.

A southerly offshore wind brought an exceptional ground swell end, coupled with high tides, this sent waves crashing over the harbour.

Efforts were made to get a line fastened to the bow using grapples thrown from the quay as the boat was being sucked and driven up and down.

Boscastle fisherman, Les Steadman, jumped from the quay into the GRP-hulled boat to secure a line, but had to be helped off when the boat was hit by a big sea and almost went over.

Meanwhile, men and women hauled on ropes and succeeded in keeping the 32-footer clear of three other boats moored in the harbour.

Har skipper, George Knight, told *Fishing News*

that almost all of the damage was done in the three hours she was adrift before the tide turned.

"She took an unbelievable amount of breaking. The hull

"was fantastically strong", he said. Now, he said, she is "badly holed".

Skipper Knight said she was a beautiful boat and had just been painted ready for the lobster season in two weeks time. "Now we desperately need another boat".

He said he had a very successful season with her last year and had hoped to make an early start on lobsters this season.

Skipper Knight asked *Fishing News* to pass on his thanks to everyone who turned out to help, especially the man who jumped aboard her, Les Steadman.



Crimson Arrow when she was launched from the Mitchell Boatyard near Mevagissey, Cornwall, on April 1, 1976.

## CAISTER MEN THANKED WITH A CHEQUE

LOWESTOFT fishermen have shown their appreciation of the aid and courage of the Caister volunteer lifeboat crew who turned out on January gales to help in a rescue.

The men have presented them with a cheque for the cost of their rescue.

The Caister lifeboat, a 20ft. open boat, had been launched at 2 a.m. in the Lowestoft lifeboat area, which was "atrocious conditions". They had to be the boat two miles before they could get afloat because conditions were so bad.

### Courage

They then spent 45 minutes helping Garlestan of Lowestoft lifeboat, which had been launched in search for survivors of a wrecked coaster Sea Diver, which sank off Lowestoft the loss of seven men.

"We just wanted to show our appreciation of the Caister men's courage," said the Lowestoft crew.

# COMMENT

THE COLLAPSE of Scottish fish processors Scifisco, is a blow to fishermen throughout the country. For many small boat fishermen it faint hopes they entertain of getting their business or having to go out.

Scifisco, often referred to in the trade as 'fiasco', has been regarded as something of a joke in some quarters. But it is no joke as hard earned money and jobs are lost.

There will no doubt be many recriminations among fishermen following the collapse. The fish will mainly centre around the role of the Scottish Fishermen's Organisation and its financial involvement with the firm.

With hindsight it is only to be expected that little other alternative. Many of its members were owed money following the failure of the former firm, Unklos (Nonfoods) Ltd. The hope of gutting anything back was to keep plant in operation — albeit under new ownership.

There was also, no doubt, pressure on SFO to help restart the firm because of the way it was soon by some people as a developing monopolistic situation among Scottish fish processors.

Like all processors, Scifisco was severely hampered by quota outbacks. But, if quotas are to be asked, then these would be directed at the day-to-day management of the company. How comes a factory faced with declining supplies ends up with 100 employees? This was more than it started with just a few months ago.

It will be a long time before fishermen themselves to trust the judgement of the Scottish Development Agency, which predicted future for Scifisco.

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Assistant Editor: Ian Strutt

Advertisement Director: Fred Purcell

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## BEE BUYS BOAT

GRIMSBY fishing vessel owners and managers, George B. Bee Ltd., has bought the sloop *Gillian* from another local firm, Sam Chapman Ltd.

This is the first fishing vessel to be owned by the company since it became part of the R. J. Sanders organisation two years ago.

*Gillian* is now at sea under Skipper Harry Winkie of Hull and is expected to land her first trip in two weeks.

Alan Sanders, managing director of R. J. Sanders Ltd., said *Gillian* is the first step towards building a small fleet of near-water boats for the company.

# Fleet move rocks port

FLEETWOOD is still reeling over the announcement of Wyre Trawlers' pull-out from the port. The decision by BUT has cost the jobs of 18 shore-based employees as the firm's fleet of middle-water trawlers and two near water trawlers will now be based in Scotland.

The ships' crews have been that if some of the local owners did not support the port then they would have to get fish from wherever they could obtain it — and the lumps' ban would have to be lifted.

The latest news has come after the slow whittling down of the local fleet, with vessels being put on oil rig work, others being sold abroad and pocket trawlers going to Scotland.

Obviously, there is now the possibility of more financial strain on the vessels left.

With the possibility of some vessels spending more of their time on the south-west inacker grounds, the Fleetwood Fish Merchants' Association, Alan Welsh, said

The withdrawal of the vessels has also raised the question of landings by Icelandic vessels which, up to now, have been banned by the lumps.

The president of the Fleetwood Fish Merchants' Association, Alan Welsh, said

## Call to up-date salmon laws

A CALL has been made for River Tweed salmon laws to be up-dated.

It has been suggested that fishermen should be allowed to catch salmon on the Berwickshire coast under licence and, possibly, on a quota basis.

Coun. Irvine Inglis told Berwickshire District Council that unless the salmon regulations are amended people on the coast could lose the right to catch salmon.

He accepted existing laws had been introduced in a bid to conserve salmon stocks, but claimed fish on the Tweed is now being commercial in some respects as well as the netting.

A number of fishing boat crews are due to appear in court next month in connection with the charges of illegal drift netting for salmon on the Berwickshire coast.

The charges follow swoops by fishery protection vessels in the Eyemouth area six months ago when the east coast salmon war was at its height. The River Tweed Commissioners' patrol power launch was scuttled at her moorings at the mouth of the river at Berwick.

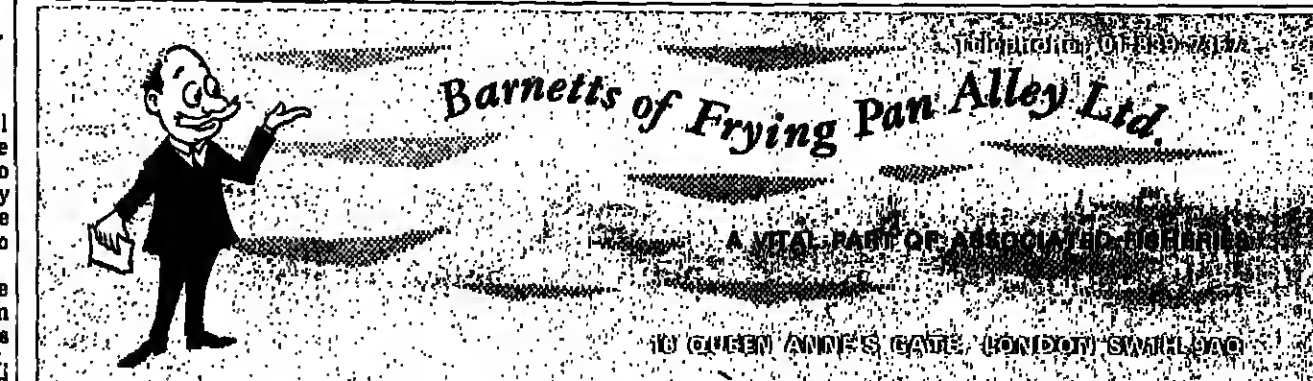
Coun. Inglis commented: "The rules of the river could do with up-dating. And I see no reason why a licensing system for salmon could not be introduced on the coast and include a quota system if necessary."

"Even in the early Tweed Acts there was some provision for people to catch salmon in the sea, but if there are not some alterations soon to the laws this right could be lost altogether."

FOUR 78ft. stern trawlers being built for Boston Deep Sea Fisheries are being equipped with communications equipment, fishboards, talk-back and entertainment systems and lifelike transceivers by Marconi Marine.

The vessels, building at Richards (Shipbuilders) Ltd., Lowestoft, are having identical installations. Main communications facilities are to be based on a 400W single-channel radio telephone installed for operation on 11 transceiver frequencies and 14 receive frequencies. A Calliboy Mariner 18 transceiver will provide emergency lifelike communications facilities.

The Vantage K multi-stylus echo sounder is a vessel's main fishfinding equipment.



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

I don't really want to bother you, or interrupt whatever you happen to be slyly doing, just to ask you to listen to my problems, but they do say (who the devil, actually, are they?) that problems shared are problems halved. Or is it troubles shared? Not that it matters much, really; all I need is just an excuse to write to you, and my pen is out and about, flashing nakedly around, letting you into the secrets of high finance and the esoteric world of smoked salmon ... a harsh world where we all have to get to work at 5 a.m., to light up the smokeholes for that Certain Person - talk about unsocial hours!

(Not, mark you, that He cares; sitting up in His gigantic king-size, four-poster, enjoying His 10.0'clock breakfast of Baluga and Champers, while His trembling kneeling butler hands Him page 3 of the Sun).

Well, when the utterly disgusting Angela wicked Potter deserted me last Xmas, leaving loads of filing still to be done - with seven ninths of her expected baby elbowed under her dimid - I felt lost, and, soon realised that one finger typing and attempting to answer the phone at the same time was not for me.

So I knocked off an advert in my own particular modest style, and considered for a while (which gave me a ghastly headache) over which paper should have the honour of printing and publishing my breathless, deathless prose.

My short list comprised the Arab Times and Girl About Town magazine. I decided on the latter as the Arab Times seems mainly to be read only in Park Lane, Knightsbridge, Mayfair & Earls Court, and I'm not sure I wouldn't be a touch put off by a girl wearing an impenetrable yashmak. Girl About Town is given away in thousands at London's tube stations and finds a welcome home in the commodious shopping bags of all the little lovelies hurrying to their boring jobs and their even more boring bosses, longing to find their Prince Charming.

So here 'tis: "Inscrutable but lovable writer/director needs efficient, charming, Personal Assistant with normal skills. A fair salary, with splendid fringe benefits and laughable hours (present lady 11 years now selflessly pregnant). 16 Queen Anne's Gate, S.W.1. (Her Majesty works in this area, too) J. Barnett - 839 7357."

I received 23 excited phone calls; the girls being under the impression that this was their lucky day and at last their Prince was ready to kiss them alive, their full potential would be realised and soon they would be working for a famous film or T.V. writer. I quickly disillusioned the eager darlings and when I told them just how meagre was to be their salary, they were horrified, and many uttered words they surely never learned at Rodan or Benenden, or from their Probation Officer, before putting down the phone with an ear-splitting bang.

Eventually eight of them had the joy of being seen and interviewed by me, but I was forced to quickly discard four of 'em, owing to the obvious fact that they were more intelligent, scholastically brighter, and more worldly aware than I. Daily intellectual competition I can do without. Easily.

Of the remaining four, two hated me - it shone through their smiling eyes, before they quietly disappeared from my life into silent oblivion - and of the final two contenders for Miss Helpmate of '78 (surely the best job in a career girls' world?), I chose Mrs. Susan Self. Not only does Sweet Sue type ever so fast, manages her own peculiar but seemingly efficient system of speedwriting, swears she is never happier than when filing, but, let me be frankly honest, she is no silly giggling, punk rock teenager, but a mature, near middle-aged 21, mouth-wateringly lovely and 57-25-35 ... and after Angela's recent off-putting 37-105-39, I begin to reason my fishing boat has come in with a prime haul and I am sitting on - or excitingly near - a great Spring catch.

Meanwhile, I shall keep on with the tablets - hopefully! Watch this space!

M. Barnett of Frying Pan Alley

## Salters save collapse

FISH SALESMEN at Grimsby had their work cut out last week as heavy landings of codlings from the North West coast cloyed the Westerns saturated the market.

Demand for fish was rarely more than moderate all week and it was not entirely surprising that prices slumped to average only just above minimum.

Worst hit were the middle water trips where losses on big cod catches were

cushioned by the salters who stepped in to buy up fish which had failed to realise the minimum at a face-saving £14 per kit.

All told 2,851 kits of cod were bought up by the salters and only BUT's Rose Tiger, from 12 middle water landings, managed to dispose of her fish without resorting to the salters for part of the catch.

The sudden flood of codlings, coupled with cheap imports and overland supplies, kept the cod market

pretty quiet and it was rare to find kits over £40. Some of the best prices were paid for fish landed by the two distant water trips.

Top here was Consolidated Fisheries' Ruddersfield Town (Skipper 'Wiggy' Hardie) on £40.984 from 1,237 kits, including 380 of haddock and 870 of cod, after a 24-day Norway coast trip in some really terrible weather.

Not quite so lucky was the Boston Group's Boston Comanche (Skipper 'Bonzo' Hollington). She had to settle

for £36,818 from 1,199 kits after a 21-day trip on the same grounds.

Boston Comanche had a big turnout of haddock and cod, but about one-third was reds and cod which kept the grossing down.

Best middle water trip was by BUT's Rose Kelly (Skipper Barry McCall). She hit £28,182 from 1,177 kits, which included 390 of cod and 400 of dogs, after 14 days. Rose Kelly lost only 87 kits of cod to the salters, whilst runner-up Rose June, on £25,899 from 1,283 kits, lost 618 kits of cod to the salters.

Also badly affected were Consolidated's Aldershot (£20,908) with 492 kits out of 1,080 and BUT's Rose Cougar (£19,750) with 436 kits out of 978.

It was a very mixed week for the salters. The handful of outstanding kits was led by Chapman's Arrows Bay (£8,002).



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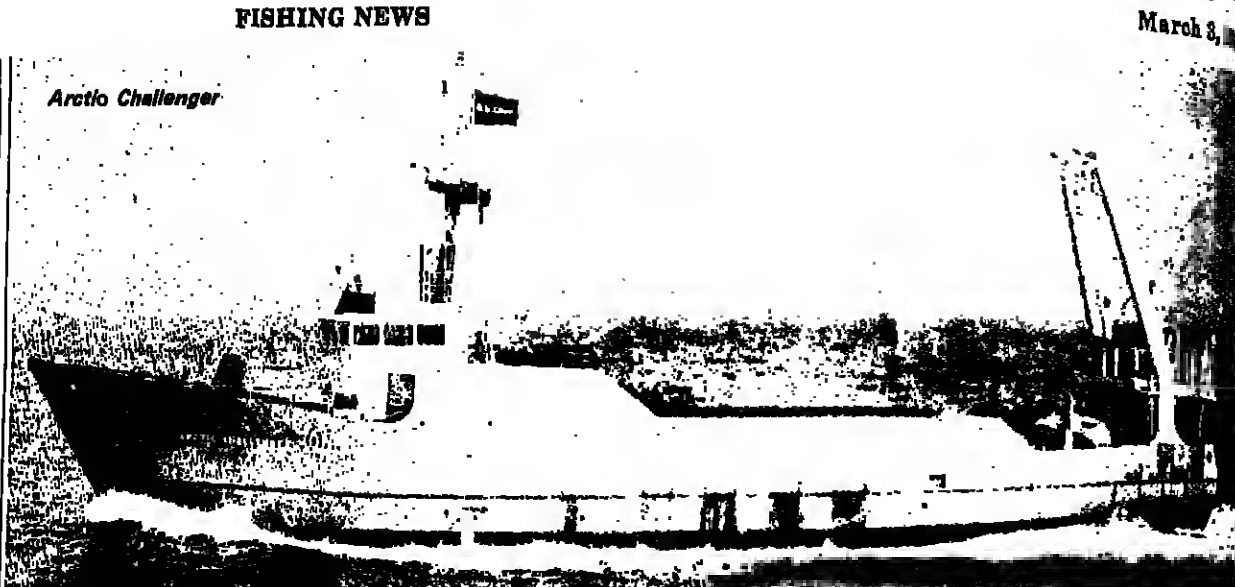
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# Granton chasing Aberdeen hard

**TOP SHIPS** in the Granton fleet were chasing hard on the heels of their counterparts in Aberdeen last year.

Outstanding in a string of Liston-owned successes was *Arctic Challenger* with £469,511. Skipper Ken Grubb was in command of this vessel which spent 235 days at sea.

*Arctic Challenger* put ashore a £25,358 catch of white fish after a 12-day voyage for her top trip of the year. On a single-day pelagic trip she hit £8,177. *Arctic Invader* took second place. Under Skipper Jack Robb, she put ashore landings worth £250,196 from 302 days at sea.

In her first year at Granton the former Fleetwood trawler *Zonia* (now renamed *Arctic Brigand*) did very well. She made £348,829 for her 260-day voyage under Skipper Alec Wood. The *Brigand* also made £27,766 for a 14-day trip.

A most encouraging performance was put up by *Arctic Riever* which, along with *Arctic Challenger*, has been plagued by mechanical troubles. Skipper Andrew Wanless and David Wright made £324,370 with *Arctic Riever* for 238 days at sea.

Among the other top performances at Granton were: *Arctic Explorer* (Skipper

**Merchants could write new ad for beer**

**ARBROATH'S** fishing community aims to 'get in on the act' now that Scottish and Newcastle Breweries is offering a prize of £100 for a winning slogan to go with an advertisement for its Tartan Special beer.

Fish merchants in Arbroath were furious recently over a Tartan Special television advert, *Fishing News*, February 24.

Now Scottish and Newcastle Breweries, which has already apologised to the Arbroath fishing community, is seeking winning lines to go with the words: "But your beer is good," along with a picture of Harry Towh, the Irish-born actor, drinking Tartan Special beer.

Morris Scott, a spokesman for the Arbroath fish merchants, said this week: "Arbroath's fishermen and fish buyers have a great sense of humour and many will be entering for this contest. Meanwhile we await the visit to Arbroath of Mr. Towh."

South Angus MP, Andrew Welsh, has received a letter from Mr. W. Hallam, marketing controller for Scottish and Newcastle Breweries.

He wrote: "We are certainly putting the idea of a visit to Arbroath to Mr. Towh. We would hope that something could be arranged that might provide a happy ending to something which has caused some concern to the people involved in the Arbroath fishing industry."

John Banyard £290,752 for 300 days; *Arctic Crusader* (Skipper Peter Wanless) £212,325 for 257 days; and *Arctic Attacker* £148,182 (Skipper Ian Smith) for 189 days.

All credit must go to the skippers, crews and shore staff for the enormous effort put in by them during the year," said Liston's managing director, Munro Liston.

"Our main fears for the future are the rapidly escalating costs of running these vessels with the ever-decreasing fishing opportunities."

"However, with the unique position Granton has in its ability not to be tied to one market, I feel we are better equipped to withstand the problems of the future than many other ports."

The company had been encouraged by the performance of *Arctic Riever* and *Challenger*, which after mechanical setbacks were beginning to perform as they were intended to, Munro Liston told *Fishing News*.

# 'GAVINA' BRINGS IN £47,801 TRIP

**FLEETWOOD'S** grossings last week were dominated by the stern trawler *Gavina* (Skipper Charlie Scott) which returned from the Norway coast with her 1,454 kits selling for £47,801.

The French stern trawler *Janine Andree* had less good fortune. She landed 2,227 kits, including more than 2,000 of coley, for a disappointing £38,612.

A lot of the coley in her catch went to the salters at £14 a kit — because it was in plentiful supply.

The port's own home water grossings were led by the pair fishing teams *Armono/Naveno* and *Ideno/Norino*. But the arrival of *Naveno*, Skipper John Burns, was not without difficulty.

The vessel had an engine problem which resulted in her being towed into port by *Armano*, with Skipper Tom Christie in command. While on their way down the Wyre Channel *Naveno* grounded on a bank, making her miss the tide and so she was a day late in landing.

Armann landed the day before and made £10,035 from 1,292 kits, including 500 of cod, 80 of haddock and 800 of coley. *Naveno* made less well when her 1,151 kits — 300 of cod and 700 of coley — sold for £23,149.

*Ideno* (Skipper Gordon Wignall) landed 1,372 kits worth £33,889. Her pair partner *Norino* (Sk. Bill Reader), made £31,604 from 1,376 kits, including more than 500 of cod and 450 of coley.

# River Tweed frozen over

**FOR THE** first time in 80 years Berwick's River Tweed has been frozen over at its mouth.

Between Berwick Bridge there was a one-inch covering of ice — despite the tidal movement.

And as the sub-zero conditions went on Berwick's Tweed Dock was almost frozen, trapping a small fishing boat.

The first snow came on Tuesday night. The river was so cold that it was impossible to cast the net. The boat was stuck in the ice and the fisherman was forced to wait for the ice to melt.

March 3, 1978

**Casual working reply**

A NEGOTIATED agreement between union and management is the best way to end casual working in the fishing industry.

Harold Walker, Minister of State for Employment, has made this statement in a written Commons reply.

He told John Prescott (Lab, Hull, East) that he has had discussions with representatives of union and employers and had made it clear that he firmly believed that was the best way.

He hoped for progress in further discussions.

CHARLES William Cole, for many years the foreman lumper with the Boston Group at Grimsby, died suddenly at his home on February 19. He was 69. Mr. Cole, who had retired, is survived by a widow, a son and two daughters.

# Island limit risks a row

**THE** Norwegian Fisheries Ministry is considering setting up a 200-mile economic zone around the Arctic island of Jan Mayen — at the risk of a row with Iceland.

The introduction of an EEZ round Jan Mayen is expected to be vigorously opposed by Iceland, which claims that the island is uninhabited. However, Norway does maintain a radio station there.

Whether this, according to international law, makes the island inhabited is in dispute between Norway and Iceland.

The point is vital because it is generally accepted that an inhabited territory is entitled to an EEZ.

# FRIERS — STICK TO YOUR BATTER!

SIR, It was with disbelief that I read the article "Four-Day Fishing Plan" (*Fishing News*, February 24) which outlined a scheme formulated by the Confederation of Fried Fish Caterers' Associations for a fixed four-day fishing week.

Doubtless well-intentioned, the idea of being storm bound for four days of the week and then prohibited from fishing for the remainder is ridiculous — perhaps the fish and chip shops would also consider a four-day week to conserve supplies. I wonder why?

The last paragraph states that, with fixed days of the week for fishing, everybody could land on certain days making life easier for processors and merchants. I believe they would like the fish and chip man should stick to their batter and bread crumbs and leave it to the men who know their job.

IAN CARTWRIGHT,  
55 Fitzroy Road,  
Tankerton,  
Whitstable,  
Kent.

# IRISH 50-MILES CLAIM DROPPED

**THE** IRISH claim for a 50-mile exclusive fishing limit has been formally abandoned. The decision was not a great surprise after many difficulties had developed, but the manner in which it was announced was a shock to many fishermen.

The chairman of the Irish Fishermen's Organisation, Joey Murrin, and the Minister for Fisheries, Brian Lenihan, announced jointly that the 50-mile limit was not "a realistic proposition at this time" at a press conference in Dublin on Wednesday last week.

They said that they would work together on drawing up interim fishing plans for 1978.

Mr. Murrin had been a vociferous campaigner for the limit, including running a protest march at Government Buildings in Dublin a week before. He said he was not "throwing in the towel." The facts were that the 50-mile exclusive limit had been removed from EEC negotiations as a live issue by the Irish Government.

This had left the IFO with no choice — for if it remained on the streets protesting, it would be outside the drawing up of plans for fishing zones.

The IFO, in a statement a day after the joint announcement, said that it could try to ensure the best possible deal for Irish fishermen if it participated in drawing up fishing plans.

On Saturday the 15-men national executive of the IFO will decide at a meeting whether it will participate formally in negotiations with the Minister to draw up interim fishing plans for 1978.

However, the executive is expected to row in behind Mr. Murrin's stance in the interests of the industry as a whole.

Mr. Murrin will be recommending this to the executive and that it accepts the Minister's invitation to participate. He maintains that nothing can now be gained by remaining on the outside.

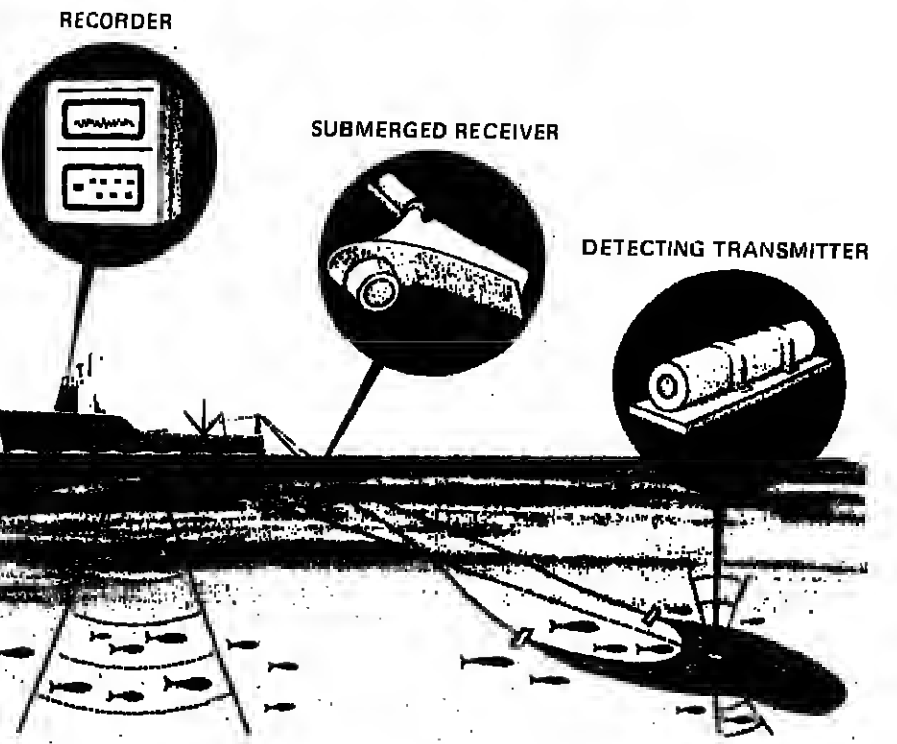
It is believed that the other fishing organisation, the Irish Fish Producers' Organisation, was in favour of negotiating fishing plans under agreed EEC terms and that there was a split in opinion in the IFO.

Mr. Murrin commented after the developments that, if the proposed working committee to draw up fishing plans could not achieve the desired results through temporary fishing plans, the IFO would be more vocal than ever in its condemnation of such plans — and it would not be party to anything that would operate to the detriment of Irish fishermen.

"The 50-mile limit is no longer an issue, as it will not be entertained by the Government as part of a satisfactory settlement of the Common Fisheries Policy," he said.

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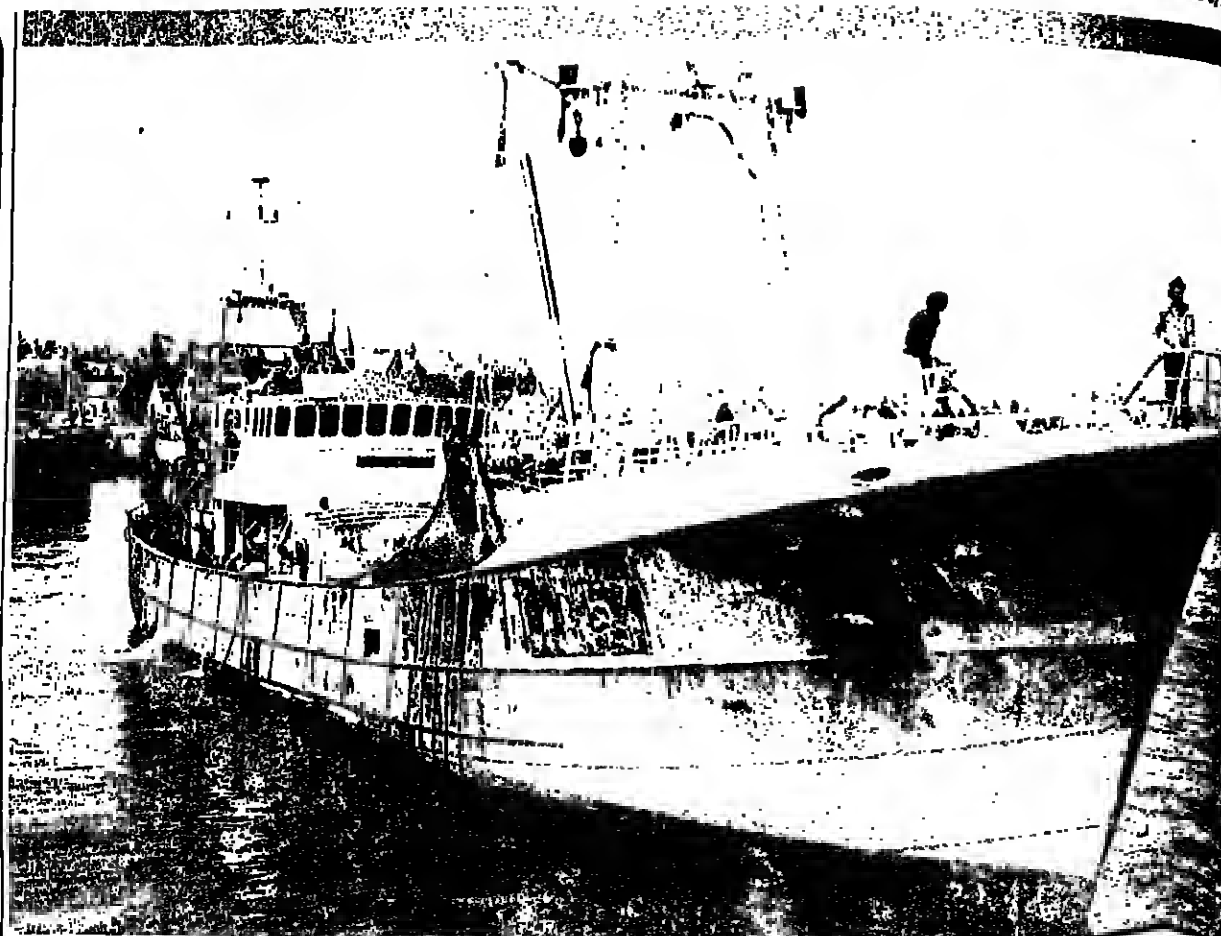
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PETERHEAD was less than 41m short of beating Aberdeen last year. The total weight and value of all species landed at Peterhead by British and foreign vessels amounted to 1,272,207 cwt. worth a fantastic £26,415,641.

Neighbouring Aberdeen, the top Scottish port, had 1,371,363 cwt. valued at £27,200,000.

White fish valued at £25,767,656 accounted for the bulk of landings at Peterhead and the average value per cwt. was £20.57, as against £14.42 in 1976.

Over 400 boats put catches ashore—the vast majority of them being seine-net vessels.

Despite the cut-back in the hostbuilding programme there are still new vessels joining the Scottish fleet. As few of the older craft are being sold away from the port the number fishing from Peterhead is still increasing.

Skipper Andrew Strachan of Peterhead has begun fishing with his new Campbelltown-built 86-footer *Challenger II* (Fishing News, February 17), although his previous boat *Challenger* (PD104) is still working from the port.

She has been bought by Moray Firth owners and it is expected that she will be given a new name shortly.

*Challenger*, built in 1970 at the Richard Dunston yard, is a steel-hulled 80-footer powered by a Caterpillar 425 hp engine.

A sister-ship to *Challenger*, the 80 ft. *Serenus* also built by Richard Dunston in 1970,

## PETERHEAD a monthly report

fishes under Skipper Andrew Strachan's brother, William. *Serenus* is being re-engined with a B. & W. Alpha unit which develops 650 bhp at 415 rpm to drive a controllable pitch propeller.

### Agent

A new Sutherland step-up gearbox will be fitted at the fore end of the engine to transmit power to the hydraulic pumps for the deck machinery. The work is being carried out by the Northern Engineering Works, an agent for B. & W. Alpha.

Last year *Serenus* was fitted with an aluminium gut-

ting shelter and Lussie Hydraulics rope reels. The white fish fleet has made a good start to 1978 despite poor weather.

Landings in January amounted to 83,630 cwt. worth £2,022,626, as against 96,731 cwt. valued at £1,808,480 during the same period in 1977.

The biggest daily landing of the year was made on February 10 when 58 boats put ashore 9,515 boxes, including 1,300 boxes from the 86 ft. pair trawlers *Morning Dawn* and *Unity*.

Fishing under skippers David Morgan and John McLennan, this pair is showing how well this recent method

The 128 ft. fish boat *Mary Agnes*, seen here, Fraserburgh, has started landing white fish at Peterhead.

of fishing can work.

Coby and quite a bit of tinned fish had been made an eight-day trip.

*June Rose II*, an 86-footer, also put ashore, carrying on the same day her 223 boxes included cod.

The majority of the working out of Peterhead boats, but often some are put in an appearance further afield.

The trawler *Mary* registered at Westport has been landing since the turn of the year is fishing under Skipper Moran.

### Mid-water

Prior to coming to Peterhead the 128 ft. *Accord* worked from Fraserburgh and landed the odd cod and American, too.

*Mary Agnes* was caught about three years ago by Holland by the fishery of Ork for the Fisheries of Western Scotland.

The vessel is powered by a 110 ft. beam trawler. She was originally built by a Dutch owner, but the vessel was cancelled while under construction.

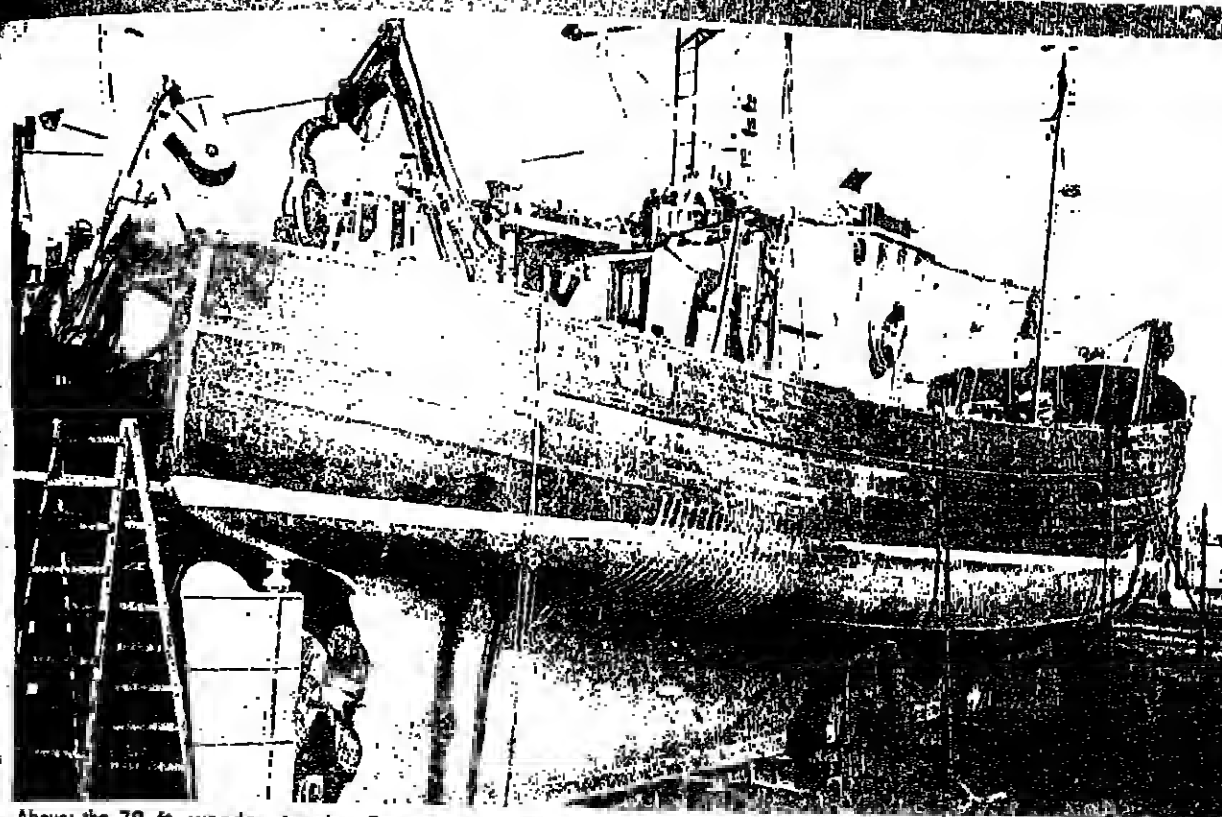
Fisheries bought her, her lengthened to a fishroom capacity.

The Peterhead trawler, which has been converted into a purse seiner, is now at the west coast fishing. She has also been lengthened by about 10 ft and fitted with refrigerated seawater tanks.

### Tanks

The chilling plant tanks, 16 by 20 ft. Holland and 16 cum. of seawater, degrees C in four degrees.

*Accord* has a 650 hp engine driving a controllable pitch propeller. She also has a 100 hp auxiliary engine and a 100 hp pump.



Above: the 78 ft. wooden trawler *Starcrest*, Skipper George Collin, has been one of Peterhead's top herring pair trawlers but is now up for sale. Skipper Collin is now Skipper/owner of the 128 ft. purse seiner *Quo Vadis*. Below: *Unity*, in partnership with *Morning Dawn*, is doing well at white fish pair trawling.



Duthie, places great importance on landing herring in good condition. A few years ago *Accord* used chilled seawater containers which could be transported to the processors.

The boat was built by Hakvoort in 1970 and is of unusual layout, with the dackhouse forward. In her trawling days she worked with the Peterhead hosts *Starcrest* and *Faithful II*.

The well known 128 ft. purse seiner *Quo Vadis*, which has under Irish skipper Frank McAlinden since her completion in 1972, is to join the Peterhead fleet.

She has been bought by Skipper George Collin who, for a number of years, has been a pair trawling specialist.

He has spent a lot of time fishing for herring with *Starcrest* but, last summer, teamed up with Skipper Jim Pirie and *Shemara* for white fish pair trawling.

*Starcrest*, now for sale, is a women-hulled and cruiser-styled 79-footer built by Richard Irvin and Sons of Peterhead in 1971.

*Quo Vadis*, built by the Vangland Balbyggeri yard at Vangland in Norway, is powered by a Mirreles Blackstone 800 hp engine and her gear handling machinery includes Bratvaag purse winch and Triplex net winch.

Fish-finding equipment is by Simrad and Wesmer and she has refrigerated seawater tanks. She will work through Richard Irvin agents.



Peterhead pair trawler *Faithful II* — she once worked with *Accord*.

... Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 3, 1928

FRASERBURGH herring drifter fleet gains two more vessels. *Moya* from Lossiemouth and *St. Athens* from Burghead.

THIRTY-SEVEN fishermen rescued after drifting for seven days on ice floes in the Gulf of Finland.

GRIMSBY steam trawler *Rinto* is salvaged. She sank in a collision in the Humber.

NEW steel screw line fishing vessel launched at Grimsby. She is first line vessel built since before the start of the First World War.

CREW of Fleetwood trawler *Cuirras* arrived at port to heroes welcome. They rescued four men from the steamer *Briarlyn*, wrecked off the coast of St. Kilda.

RECENT floods make 20 yerd breach in the Fitz weir on the Derwent at Cockermouth. This makes salmon pass, built three years ago, unnecessary.

HEAVY fog causes Fleetwood trawler *Tom Malling* to collide and severely damage the Manx landing stage.

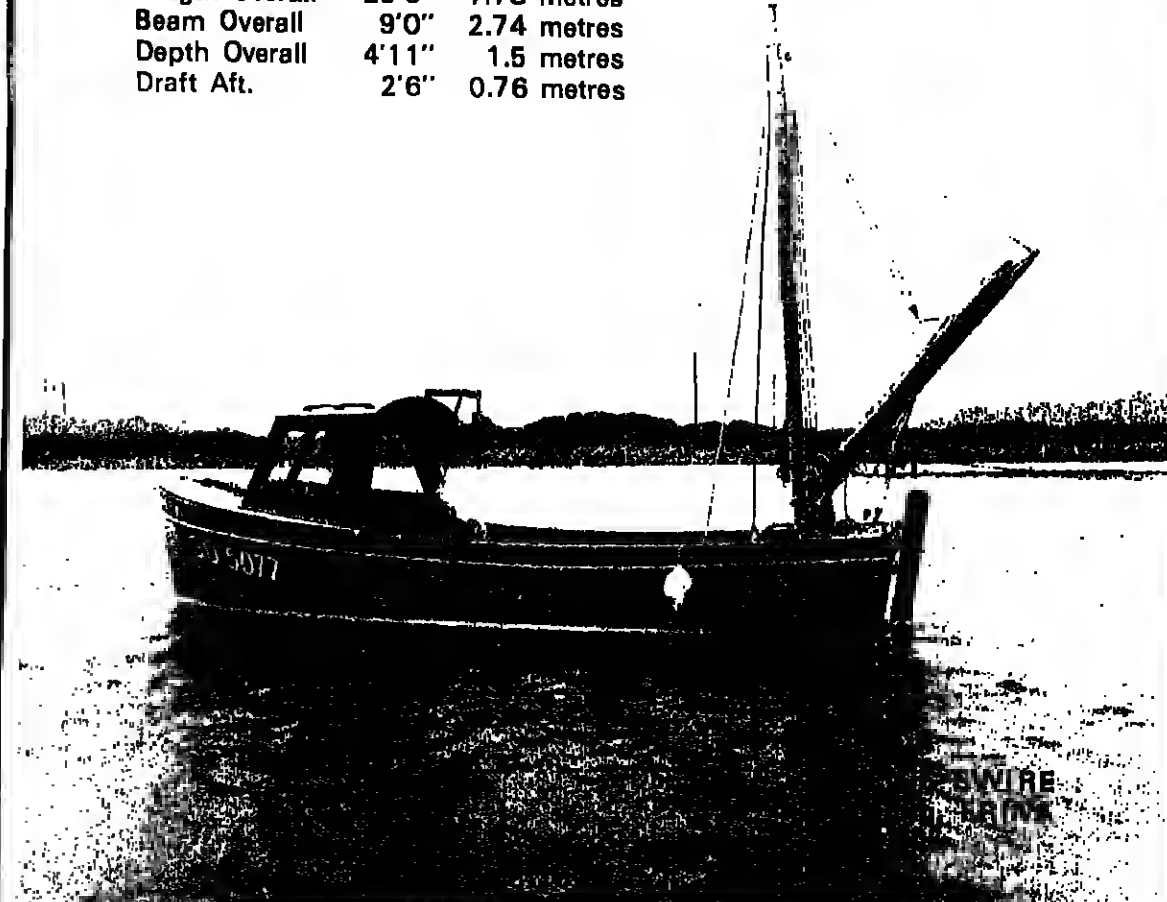
MAN fined 10s. 6d., with alternative of eight days' imprisonment after admitting to stealing four haddock at Billingsgate market.

# 50 years ago

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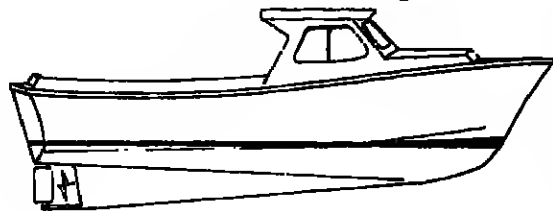
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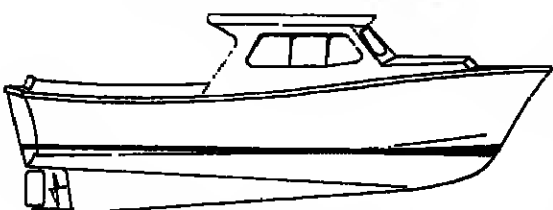
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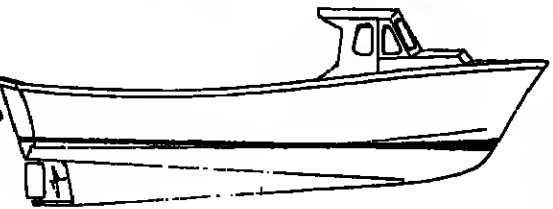
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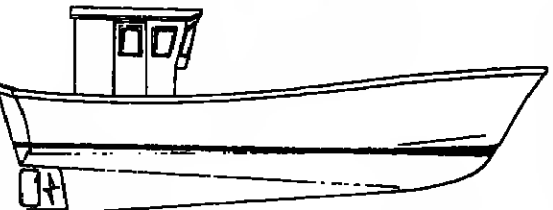
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



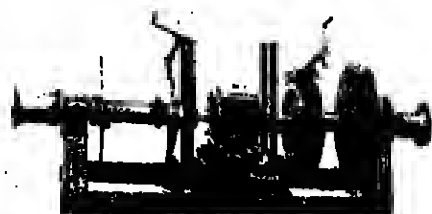
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## IRISH PUSHING UP BOAT GRANTS TO 50 PER CENT

IRISH fishermen ordering boats of any size may qualify for a 50 per cent grant of the total cost from the middle of this year.

This would be a big boost for both fisherman and boat-builders.

This could mean a lot of Irish fishermen going for boats of under 50ft., which up to now had not qualified for FEAGA grants administered by the EEC. Their only help was a 25 per cent BIM grant.

The announcement of increased grants was made by the Minister for Fisheries, Brian Lenihan, when he spoke at the launching of the first oil-steel trawler built in Ireland at the Melahide boatyard in County Dublin.

Barbara Marie, a 40-footer, was built for Patrick Quinn of the Aran Islands, off County Galway.

The Minister said that under the proposed scheme FEAGA would match the BIM grant so fishermen would have half the boat's cost from the day the order was placed.

On the remaining 50 per cent of the cost, he would make a deposit of five per cent with BIM and be given a loan from BIM at eight per cent.

Mr. Lenihan said: "I expect the proposed measures will be adopted finally by mid-1978 and will replace the existing FEAGA Individual Projects Scheme for fishing vessels."

## Boat survey black list

THE FOURTH meeting of the Fishing Industry Safety Group — set up in 1977 to advise on the implementation of the Safety Rules — took place last week.

The group reviewed developments since the beginning of December when the interim report was published with particular reference to the progress of the statutory survey programme.

While some improvements were noted in particular areas, there was still a number of vessels which were overdue in coming forward for survey, or had been under survey for 12 months or more.

It was decided that late of such vessels would be produced and circulated to industry representatives to consider what further action should be taken to secure compliance with the statutory rules.

The misuse of radio VHF Channel 16 — disaster frequency — was recognised to be a serious problem, par-

ticularly along the south coast. A number of possible solutions were examined which the Department has agreed to pursue with the Home Office.

The group considered a report on problems arising from electrical interference to radio equipment and industry representatives were critical of a number of aspects of the performance and installation of equipment required by the Rules.

A meeting has been arranged with equipment manufacturers to examine these problems and a fishing industry representative was invited to attend, along with the White Fish Authority, to present the views of the industry from first-hand experience.

## Review of WFA held-up

PROGRESS with review of the functions and roles of the White Fish Authority's Herring Industry Board has been held up.

This is because of continuing uncertainty about future fishing opportunities on which the structure of the industry and its management must depend.

Mr. Stewart said: "The decision has been taken because of poor herring landings and high prices. This has been our worst season on record since we set up."

He said that in the 1976/78 season they had exported 10,000 barrels of round herring and also produced 800 tons of fillets for export.

In the 1977/78 season they had exported only 4,000 barrels of herring and 30 tons of frozen fillets.

Mr. Stewart said that the factory is equipped to deal mainly with herring and there was talk at present among the fishermen of the need to close the Minch to herring fishing for two years to give dwindling stocks a chance to recuperate.

Mr. Stewart told Fishing News on Wednesday that, depending on the supply situation, there was some hope that the notices might be rescinded. Talking about a £200,000 EEC grant that the

## Kippers

It is Hatterley, Secretary of State for Prices and Consumer Protection, who plans to tell the Price Commission to investigate the price of kippers.

Arthur Lewis, Labour MP for Newham, North East, said in a Commons speech that kippers were selling at a high price and asked for investigation on whether the charge was fair and reasonable and whether it was profiteering.

Robert MacLennan, Secretary for prices, said that the quoted price was significantly above average.

March 3, 1978

## TROUBLE AT LEWIS FACTORY

THE TEN employees of the Rolf Olsen (Stornoway) Ltd. fish processing factory have been given redundancy notices which will become effective on June 23.

The firm, which also employs about 20 workers on a seasonal basis, issued the redundancy notices to all their employees, including the manager, Neil Stewart.

Mr. Stewart said: "The decision has been taken because of poor herring landings and high prices. This has been our worst season on record since we set up."

He said that in the 1976/78 season they had exported 10,000 barrels of round herring and also produced 800 tons of fillets for export.

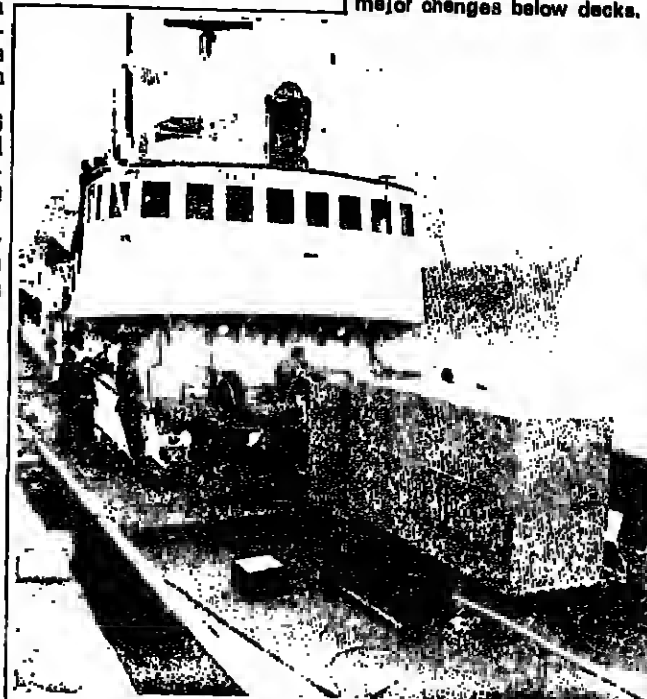
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## TRAWLER WITH 230 SEATS...

THE fishroom of the former Grimsby distant water trawler *Ross Kharitum* now seats 230 people. BUT Engineers (Grimsby) Ltd. has just transformed the 183-footer into one of the most up-to-date vessels for oil-rig safety and standby work. She left the Humber for the last time last week as the 21-year-old vessel has now been transferred to the management of BUT (Aberdeen) Ltd. Externally the vessel appears largely unaltered, although the extension casing to the rear fishroom hold (below), which incorporates a water-tight door and companionway, hints at the major changes below decks.



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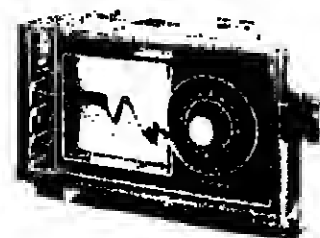
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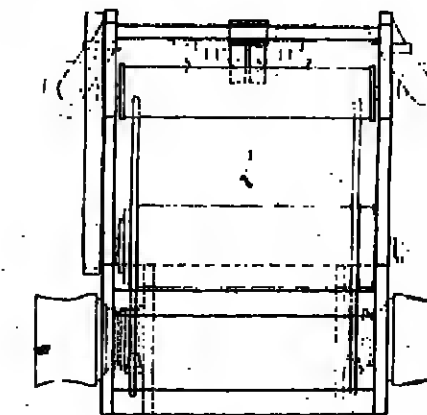
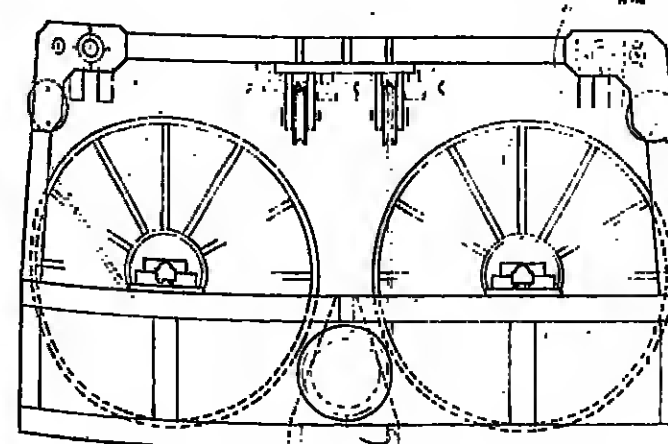
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## New 23-footer on well-tried hull

THE prototype Tamar 2000 Fisherman launched by Tamar Boat Enterprises of Plymouth last month is based on a GRP hull which has been in production for three years.

The firm has been selling the 23ft. 6in. long traditional Westcountry round bilge hull both fitted out and bare for

other yards to complete. A number of these have been wooden dack fishing boats, often for one-man operation.

Tamar's new standard 2000 Fisherman has a wooden wheelhouse forward and a working dack 14ft. 6in. long. The £5,850 boat has an 8ft. 6in. beam and a draft of 2ft. 3in.

The GRP hull is laid up with 22 oz. at the bilge reducing to 16oz. at the topdeck. Foam frames are moulded in at 21in. centres for extra strength and the bulwarks are capped.

The deck is made of GRP and glassed in and the tonka holding 60 gallons also set as ballast. The prototype, first pictured in *Fishing News*, February 17, is operated by part-timer Farrall Leyshon. She is powered by a Thorncroft 2.2 diesel which gives "a lack of spare power for hauling a trawl," according to her owner. The prop is 17in. x 15in.

"She steams and handles well and turns on a dime," he told *Fishing News*.

Skipper Leyshon decided

to buy the boat after operating one of the firm's 16 ft. toshers. He said he had been caught out in a Force seven by accident in the tower and had no complaints about her seakeeping qualities.

He said that there are eight Tamar 23ft. 6in. hulls in his local harbour now, so when he decided to go bigger the boat was the obvious choice.

He would have preferred hydraulics, but had to settle for a New 4-ton electric winch. The boat may be fitted with hydraulics at a later date.

The boat will be working the Eddystone area with beam and otter trawl net, also, she will go putting. The skipper expects her to be able to carry 5ft of the north-east coast type pots, but favor of the Westcountry type.

Skipper Leyshon has worked aboard cables from Blyth and has been potting and trawling for many years.

Tamar has been in the boat business for 11 years and now employs 27 people. It also carries out repairs and a 100-footer could dock at the yard.

## Factory collapses

From page one  
skipper of Boy Toby, is owed £1,000.

"These cheques have bounced and we have been told there is no chance of getting the money. I just can't stand a £2,000 loss. The firm must have known something was in the wind the week before," he said. Another Plymouth fisherman has £550 due.

Peter Hamblay claims he was told that he was being paid up to date some days before the firm's collapse. But the cheques did not arrive.

The Hamblay brothers had been lending to Scofield for some time.

An SDA spokesman said the closure had been brought about because of continuing

and substantial losses.

The decision to pump money into the plant after the Unkle's collapse was taken last June and followed a favourable viability study by a firm of consultants. Within five months Scofield had lost £230,000 and the same consultants were brought back in. This time they reported that the operation was not viable.

The only note of hope sounded so far concerns the factories at Tarnbert and Islay. "It is hoped to find a means of continuing operations at these plants," said Lawla Robertson, SDA chief executive.

Already local fishermen at Islay — desperate to keep the local factory open — have offered financial help.

# Kent port's fleet grows with higher prices

MORE BOATS are now based at the north Kent port of Whitstable to take advantage of good local prices and a stable market.

Local fishermen believe that their increased catches of codling, which have helped boost earnings, are the long-term result of the six to 12 mile limit they helped to campaign for back in the 60s.

They also say that codling are attracted by the more plentiful shrimp population, which is no longer fished by Kentish and Essex beam trawlers.

Most important are the prices paid by Vic Davis, on behalf of Ross Fish, whose new Whitstable set-up links with other depots and continental buyers.

However, Vic Davis sounds a warning note that the French's falling value against the pound could easily take the cream from the top of the French prices — and these tend to dictate his own. Fortunately, his insistence on good-sized fish has won the port an enviable reputation for quality which will stand it in good stead if the going gets rough.

The Ross Fish depot opened last summer and provides a large cobbleman and freezer store, together with office, dispatch and transport facilities.

Whitstable, although busily a trawling port, has seen a marked swing away from the mid-water sprat trawling which brought the port into prominence during the 1950s. Now, most of the port's trawling is for bottom fish.

As the sprat fishery has moved further north, local boats have turned to gill-netting for the inshore herring; this has been decreed a separate stock within the Thames Estuary and subject to its own quota.

## Shared

The take currently runs at about 300 tons a year, which is amicably shared out by Kent and Essex fishermen through a specially formed association — an example of "good neighbour" quota sharing for other fisheries.

Another type of gill-netting has been proposed by Graham Chandler, who bought the first 30ft. GRP Wild Wave from Poole, Dorset, to fish for salmon haws which have been fetching £1 per pound for the Continental market.

This is the first high-speed planing vessel in the port and she is being tipped as a top-earner this year.

Another arrival, the hull is from Rye, from North Wales. The latest arrival — this 35ft. Gardner-Morse from the south coast — which is fitted with a steel "mini-Warrior" trawler on a Vanguard from the same Workboats GRP Ltd as Masai Warrior which was bought semi-currently fishing with John Brian Burford, chosen from Whitstable. This haw trawling and local sale of Man boat will

be trawling, owned and skippered by Steve Gannon.

Oysters are being fished again, as forecast in the last report from this port, with two boats working the flats. One is Nicola Dawn, which is operated by Barry Taster from nearby Paversham Creek — Paversham being the nearest port of registry. Barry is working two 5ft. power-hauled dredges and making good catches, but Ross Fish report that the market for native oysters is not too lively, even in France.

## Cockles

Also joining the trawling fleet soon will be Boy Peter, though not under very happy circumstances. This Essex-built boat is owned by Ray Gilson, who has been far too busy to use her for the past few years having had his hands full processing the cockles caught by his hydraulic dredge hmi Cordun.

Now, Ray has become an innocent victim of the PLA's extended jurisdiction in the Thames Estuary which has brought his operation under new health regulations, sparked off by the suspicion of contaminated cockles at Leigh-on-Sea.

Not only will this require extensive modification to his ingenious processing plant but he will, he says, ruin the product by extending the cooking time.

## Idle

Now, thoroughly disillusioned over the rewards of enterprise, he is going back to trawling. Several years of investment in time and money, plus an expansive steel cockle boat, stand idle.

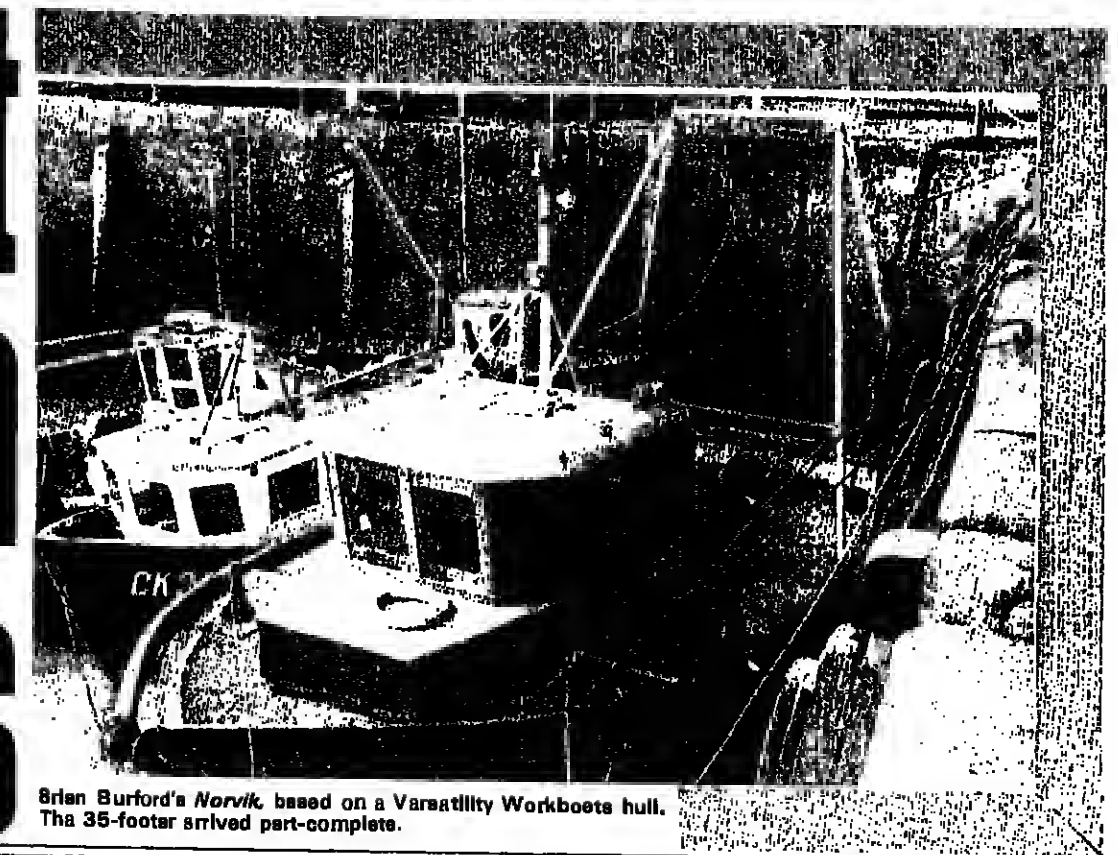
Prosperity has brought not only boats but keen, young fishermen to the port. When the WFA's mobile classroom spent a week at Whitstable in mid-February, it's inshore fishermen's course was well attended — so much so that chief instructor, Dennis Lodge, has offered to return in one year's time. Meanwhile, he hopes to see some of the local fishermen at the full courses at Hull using the trawl test flume tank.

Now reaping his reward is boatbuilder, Bob West, who has built his own decked Westcountry-style trawler *Melita* — in his back garden. It took him three years...

Above: the steel-hulled 45ft. *Tilino*, Blyth, a high speed fishing boat, Wild Wave, from Rye.



The WFA mobile instruction unit parked at Ross Fish depot.

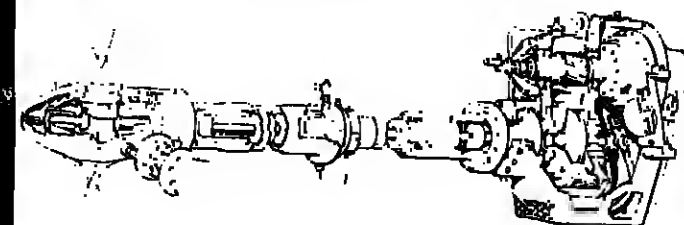


Brian Burford's *Norvik*, based on a Versatility Workboats hull. The 35-footer arrived part-complete.

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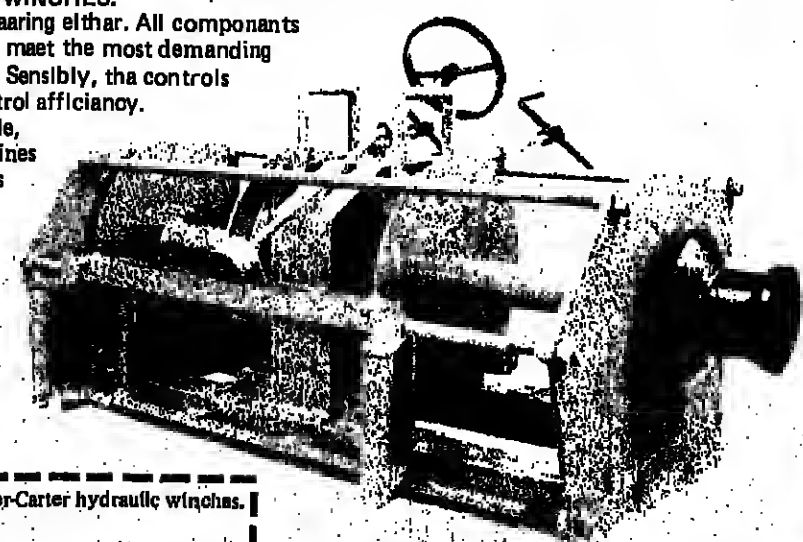
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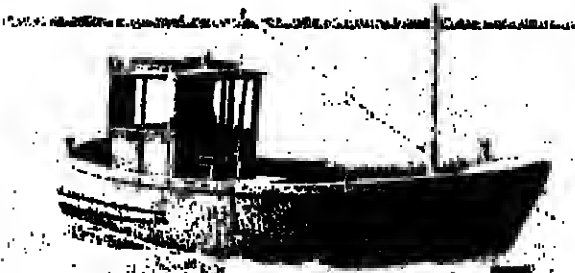


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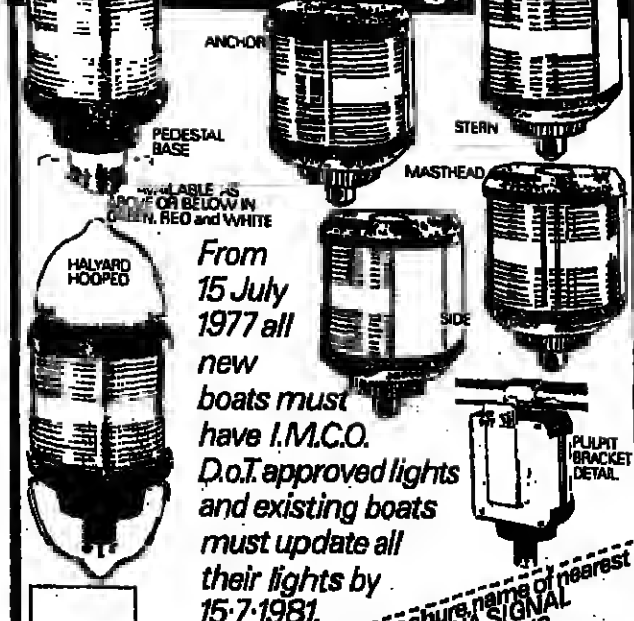
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## 'Ranger' fund takes off!

THE *Boston Sea Ranger* disaster fund launched at Penzance has reached £4,600 and around £5,000 has been received for the Lowestoft fishermen's and widows' orphans fund. Now the fund is to get a boost from the pigeon fanciers of Britain. They have launched their own campaign to help the dependants of the five men lost when the stern trawler went down off Lands End late last year.

### SNOWBALLED

They started off with the idea of raising a "few hundred pounds" said one of the organisers — but then the idea snowballed. Contributions poured in from all over the UK, together with around 200 racing pigeons

sent in to be auctioned off. Latest reports say the fund has already passed the £2,000 mark — and they hope to add at least another £1,000.

One of the men behind the fund, Arthur Peck of Lowestoft, said the response had staggered him. "Our committee knew that pigeon fanciers are among the most warm-hearted folk when it comes to helping others. I knew the response would be good — but it has been staggering," he says.

Another of the Lowestoft pigeon fanes, Arthur Gowen, said £1,150 came in direct contributions and nearly £900 more had come from a mass auction of pigeons sent in from all over Britain.

"We could easily finish up with over £3,000," he says. Boston Deep Sea Fisheries had given a trophy for a special pigeon race from Truro to Lowestoft some time in the summer and the

proceeds from that would go to the disaster fund. Another man behind the fund-raising campaign is Ray Linley of Stowmarket. He said pigeon clubs all over the country had rallied round immediately they heard of the disaster. "Cash and birds poured in from all parts between the Borders and the south west — it's been terrific," he says.

### SECOND

The first auction of nearly 100 birds at Stowmarket had raised nearly £900. A second auction — two of the Queen's former pigeons of Sandringham will be among those to be sold — is expected to raise about the same sum.

So, the fund should easily be £12,000 before long.

## shell fish chat

either banned or strictly controlled. Other zones which support egg-bearing female lobsters, also come under this protection.

Unfortunately, these zones are scenic areas and come under tourist pressures, especially from amateur fishermen and skin divers. To overcome this problem the French Government has

managed to get together the main parties interested in conservation to ensure that future lobster production is not adversely affected.

After a meeting with professional fishermen, amateur fishing associations and sub-aqua and skin diving clubs, the secretary of state has now responded by putting certain prohibitions into force in the temperate waters of the Bay of Biscay within the designated areas.

Only craft with special permission are allowed to operate and fishing is just with hook and line. The only crustacea allowed to be taken are spider crabs.

Perhaps the most interesting thing about this experiment, in an area which is densely populated by amateur fishermen and other boat fanatics, is that the prohibition order is to be enforced by official patrols.

### Aware

The officers of these patrols will comprise six named by the Professional Fishermen's Co-operative and two each by the Amateur Sea Fishing Association and the sub-aqua clubs.

This initiative indicates a growing awareness in France of the need to conserve lobster fishing grounds — and also tests the value of aquaculture to restock the natural grounds with small lobsters reared in local hatcheries.

If the sea is to be farmed it must have its pastures — and these must be protected and managed like any successful farm.

The Norway lobster, scientifically called *Nephrops norvegicus*, is one of the most valuable shellfish caught in UK waters.

are in relatively deep water, usually below 20 fathoms where the sea-bed consists of fine mud in which nephrops excavate burrows.

Many fishermen will know from experience that trawl catches of nephrops on any particular ground show marked fluctuations with the time of day — the best catches being made at dawn and dusk. This suggests that nephrops leave their burrows only for a relatively short period.

Scottish scientists from the Marine Laboratory at Aberdeen have studied the behaviour of this crustacean using underwater television and photography.

Using TV cameras suspended beneath a research ship, recruits were made of nephrops by observing the numbers of animals seen at different times of the day and night.

These activities were grouped into two categories: animals emerging or lying at the entrance to their burrows and those seen walking over the mud.

The scientists observed that nephrops spend most of their time concealed within their burrows from which they emerge for a relatively short time in any 24-hour period. The depth of water they appear to have an effect on behaviour.

In relatively shallow water (about 20 fathoms) the animals were active for short periods after sunset and before sunrise, whereas in deeper water (40-60 fathoms) they tended to emerge earlier in the evenings before sunset and remain active later after sunrise.

The pattern of activity shown by nephrops at different depths when they emerged from their burrows to feed suggested a relation to light intensity on the seabed.

In shallow water nephrops avoid high daylight intensities by remaining in their burrows and then emerging to feed when the sunsets at dusk. At deeper depths there appeared to be two periods of activity at about sunset and sunrise.

Tides are also important, along with seasonal changes in the catch levels.

The giant kelp *Macrocystis pyrifera* is a world champion for rapid growth.

Once it gains a foothold it will cover several square miles within a few generations. And once it reaches the surface this weed continues to grow.

California and Alaska where it grows naturally.

However, after objections from various sources, the French Government has decided to scrap plans to establish trial beds in an attempt to produce raw material for French alginate production.

Some scientists in Norway, Britain and America have joined the introduction of the giant kelp into European waters was unethical and that it could spread rapidly and destroy the surrounding communities.

A French study group which carried out an on-the-spot investigation along the coasts of Chile and California, where it grows naturally, has reported that, far from growing wild, the kelp requires a certain amount of care if beds are to survive. And gives new support to marine populations.

### Pressed

The French alginate industry, which stands to gain from the growth of giant kelp, has also pressed for a trial.

Such a development would help to reduce imports of raw material they require for their process.

After considerable international pressure various European countries, the French Government has finally decided to scrap its plan.

While I must admit that seaweed cannot be classed as a shellfish the spread of kelp in European waters, especially along the Channel, and along to problems in the sea shore shell fisheries. So I plan to scrap its introduction into European waters and be a vital decision for those who live on the south coast.

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## How you gain a 'ticket'

"I HAVE the chance of buying a boat which has been used for trawling here for several years — so successfully that the owner is having a larger boat built.

"But as its tonnage is 32, I understand I would have to employ a certified skipper or second hand, or obtain a certificate myself, to operate the boat commercially.

"Please send me any information about these certificates and how I can obtain one."

■ You do need a skipper's or second hand's ticket if you are going to take charge when trawling.

Five certificates in all are issued: for skipper (full), skipper (limited), second hand (full), second hand (limited) and second hand (special).

Holders of second hand (special) tickets are entitled to serve as skippers of motor trawlers not exceeding 50 tons, which do not proceed beyond limit lines running approximately through the Shetland Isles, Orkney and along the west coast of Ireland.

So all you would need for a start would be a Second Hand (special) certificate.

To obtain one, you must be over 21 and have served four years at sea (in a deck capacity). At least half this time must have been on fishing boats.

It is also vital to be able to pass the prescribed eyeight tests when you are an examination candidate. Before you start studying, you should make sure you are not colour blind and have your eyesight tested by your doctor or an ophthalmologist.

Alternatively, the superintendent of your nearest Mercantile Marine office can tell you the required eyeight standards and you can be tested there.

To prepare for a second hand's certificate examination, you are available of such establishments at The Hull Nautical College, The Department of Maritime Studies and Fisheries at the Grimsby College of Technology or the Navigation Department at Lowestoft's College of Further Education.

You can attend a crash course offered by Captain F. S. Howell MBE, Master Mariner, of 6 Charlton Way, West Charlton, Kingsbridge, Devon, which is designed to teach you all you need to pass your exam in six weeks.

You could take one of Captain Howell's correspondence courses, which are designed specially to meet the needs of people like yourself, before taking his crash course or a course at Hull, Grimsby or Lowestoft.

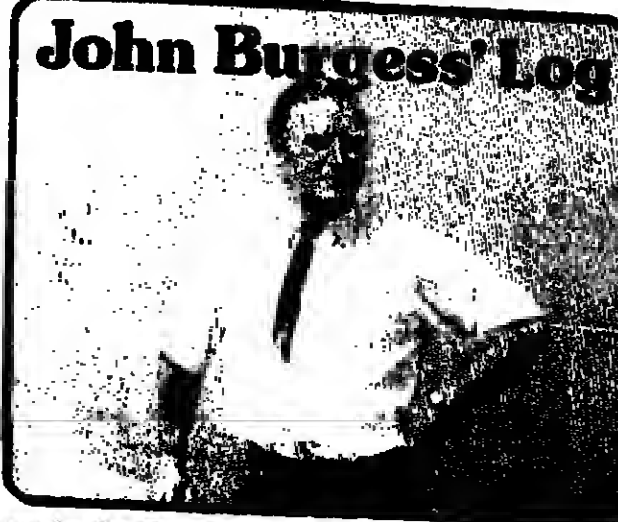
Following such a course would allow you to study in your spare time at your own pace but would not prepare you completely for an exam. There are First Aid courses and exams, which are now

run by the Department for Trade and Industry and these must be taken in a recognised establishment.

If the opportunity of buying the boat is too good to miss and you want ultimately to take charge yourself, it might be best to employ a certificated skipper or second hand to take charge temporarily and crew for him.

You could then be putting in the necessary sea time, acquire practical experience and have time to take a correspondence course. This would reduce time spent at college before taking your exam.

Should you decide on this, several publications will help you initially. Three of them are obtainable from Her Majesty's Stationery Office through any bookseller.



what work would be needed before it could be registered as under 25 tons.

## Confusion over clips

ON FEBRUARY 3 I described a new type of stainless steel longline clip.

But I omitted to mention that the clip is 2 1/2 in. long and that it is designed to be hooked on to a line and not be snapped on to a line like the 5 in. long devices being imported from the USA.

The omission has caused certain confusion with some readers thinking the USA models might corrode.

A Cornish longline fisherman sent me a snap-on connector, used on and off for more than a year and with no signs of corrosion. Others have said in their experience snap-on connectors do not rust.

I find this true as well. I have had American and Australian 5 in. stainless and galvanised steel snap-on connectors or clips on board for several years now, using them occasionally.

During this time I have also tested 2 1/2 in. hook-on clips made of either brass, bronze or ungalvanised steel. The stainless and galvanised steel, wire snap-on clips, and the brass/bronze hook-on clips, have never shown signs of deterioration and remain as easy to use as when bought.

The other steel, hook-on clips which appeared to be lightly plated, soon began to rust and become awkward to use.

I consequently dumped all of them apart from a couple. I have kept these to observe how much further they will deteriorate in a salt atmosphere.

## Get a grip on gribble

"I FISH for lobsters off the Atlantic coast but my creels, both the two-eyed Scottish type and the big parlor pots which are gradually superseding them around here, take an awful lot of punishment from marine worms — probably gribble.

"I have seen creels disintegrating after only two seasons.

"I have just completed a batch of 150 new ones and I don't want to see them ending up as worm fodder.

"Do you know of any composition with which I could treat their wooden bases to prevent this happening?"

■ I guess that John Henry Clark's special wood preservative, obtainable in Scotland from J. Marx Ltd., 184 Albert Quay, Aberdeen, is likely to

be as effective as anything. It has, however, been formulated primarily for protecting wooden hulls against attack by gribble and other marine borers, and it is just possible that it may leak toxic substances which would repel lobsters. So I should check this with the suppliers before trusting your creel bases with it.

You could also avoid all risk of gribble trouble by using all-plastic Kavel pots instead of creels with wooden bases.

One lobster fisherman on the west coast of Scotland has been using them successfully for several years, finding them not only good catchers and retainers of lobsters but much more durable than traditional creels.

Kavel pots are made by A. & L. Guillonard, 15 Boulevard des Martyrs, Nantes, France. They may also have agents selling them in Scotland.

## Whitebait net gear

FOLLOWING a recent whitebait article, E. Nicholson of Morecambe has written to say he is now making 18-24 ft. wide stow nets suitable for single-handed operation from boats 24-34 ft. long.

He is also making beach whitebait nets for Flookburgh fishermen, fourteen of which can be worked by two men.

Both types of net can be supplied ready to fish and demonstrations arranged to show how they are best worked from boat or beach.

His address is 164 Lancaster Road, Morecambe, Lancashire LA4 5QW (tel: Morecambe 417634).

## 'Git-Rot' to stop the rot

"SOME TIME ago you described a composition for treating rotting timbers — when painted on, it restored some of the tensile strength in the wood.

"Could you let me have brief details and suppliers' addresses?"

■ Known as Git-Rot, it is supplied in two containers. The contents have to be mixed together thoroughly for a minute or two and then applied, preferably when the ambient temperature is between 50 and 70 deg. F (10-21 deg. C).

The solution is tacky but of low viscosity and penetrates the edges of plywood, and grains of planks, and rotten wood very quickly.

It works by capillary action along the grain of the wood. On edges, it should be applied until the wood behind them is saturated and the edges become shiny.

You have to apply a volume of it equal to half that of the rotten wood to achieve complete saturation. Following this, a dry rotten plank or beam should regain its original strength and no further rotting will occur.

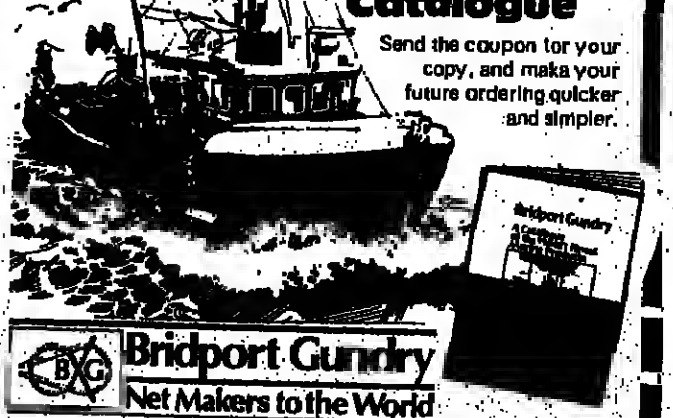
If Git-Rot is applied to damp wood, it is said to kill the rot and eventually cure and strengthen the wood.

But if applied to wet wood, it cannot displace the water in it so that the wood can be fully saturated and strengthened.

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### 'HONDO' IS UNSCATHED

THE GRIMSBY middle water trawler *Hondo*, which ran aground near Sorabster, Scotland, early on February 12, escaped with only minimal damage and has already resumed fishing.

Westerly grounds after being allipped at Grimsby following her recall.

While on the slipways a thorough inspection of the hull revealed that *Hondo* needed repairs largely confined to her stern-tubs.

*Hondo* was aground on ahingle for ten hours before floating off. The vessel was resited by owners, H. L. Taylor Ltd., after divers at Sorabster had carried out a precautionary hull inspection.

## Talisman's luck holds on the Humber

FOR THE second week running the best landing by a Lowestoft vessel has been made at Grimsby.

Again the trip was by a vessel owned by Talisman Trawlers — *Farnham Queen* (Sk. B. Turrell) brought in 670 kits after 12 days at sea to gross £17,834 on the Wednesday.

Also landing at Grimsby during the second half of the week was Colne Group's side trawler *St. Thomas* (Sk. R. Jones). She made £17,552 from a 662-kit catch after an 11-day trip.

Top earner at Lowestoft was Colne's stern trawler *St. Philip* (Sk. T. Martin) with her first white fish landing of 1978. Since Christmas she has been on south-west mackerel. *St. Philip's* catch of 712 kits sold for £17,716.

She was followed by the Small & Co. side trawler *Suffolk Endeavour* (Sk. R. Atkinson), which landed on

the Monday after 13 days out to put ashore 671 kits to gross £17,071.

In third place was *Talisman's* stern trawler *Barnby Queen* (Sk. Colin Reeder). On the Thursday she grossed £16,734 from a 679-kit landing after 12 days.

Colne's *St. Patrick*, sister-ship of *St. Philip*, was fourth with a £16,181 grossing. Skipper David Bedford took *St. Patrick* to sea for 13 days on her first trip back on white fish after her fire before Christmas whilst mackerel fishing. She made her grossing from a 666-kit catch after landing on Friday.

Other useful landings during the week included: *Yorford Queen* on the Monday with 460 kits. Also landed on Monday was *Boston Sea Dart's* 563 kits and *Dominica's* 596.

Tuesday saw *St. Thomas* in with 636 kits, *Suffolk Challenger* 676, *St. James* 622 and *Suffolk Crusader* 568.

*Boston Sea Sprite* had 548 kits on the Wednesday, when sister-ship *Boston Sea Fury* also landed with 587.

Thursday saw *Chadleigh* in with 521 kits, followed by *Undevy Queen* with 560 and *St. George's* with 590, and on Friday *Nocton Queen* had 543 and *Boston Defiant* 470.

### SEINER RECORD

THE GRIMSBY seiner *Edlei* (Skipper I. G. Gravson) broke the local anchor seiner earnings record on Wednesday with an £11,451 grossing. She had been out on a 23-day trip, but after 17 days had only 50 to 60 kits aboard. The remainder of the 337-kit haul came in four days.

*Edlei*, registered by Danhrit (F.S.I. Ltd.), landed mostly cod from the 'Tail End' of the Clyn Deep.

### ANOTHER FISH FARMING COURSE

A SECOND course on fish farming has been set at Inverness Tachale College.

The course, run by the Highlands and Islands Development Board, follows a successful pilot course which ended in December.

A dozen trainees are doing this second course which involves everything to do with life in fresh water to safe electrical practices associated with fish installations.

In the Highland region there are some 15 different fish farms producing salmon, trout and shellfish. With the prospect of more farms, the board is entering for 15 more students in the next session.

## WFA starts new 'fix-it' course

A NEW practical training course in engine maintenance, hydraulics, electronics and acoustic fish detection for coastal fishermen has been developed by the White Fish Authority.

Aimed primarily at operators of vessels up to 150 hp, the 41-day course will be held in the WFA's mobile training unit at ports around the country starting this August.

WFA training manager Duncan Amos said: "What we would like is for interested fishermen to group together and request the course for their area. Contact can be made through the local WFA area officer or by writing to the Industrial Development Unit in Hull."

"We have already run two successful courses at West

and practical demonstration of how to fix some of the engine and system faults which can occur in harbours and at sea.

There are also lectures on installing and commissioning hydraulic systems, and on specifying small boat electronics and sonars.

Further details of the coastal fishermen's course including a detailed syllabus can be obtained from the White Fish Authority's Industrial Development Unit in Hull.

Most of the WFA's other training courses are fully booked until June, but there are still some vacancies on the engine, hydraulics and acoustic fish detection courses at Plymouth, Pittingweem, Fraserburgh and Buckie, also on the marine science course at Hull.

## BRUSSELS NOW AT STANDSTILL

EEC MINISTERS will not be talking about fishing at all during March.

The standstill on fisheries negotiations in the EEC has become so marked that the agenda for ministers' meetings next month discloses no provision for the subject of fishing.

Douglas Hurd, Conservative spokesman on Europe in the Commons, questioned the absence of the topic from the business statement in the Commons on Monday. He asked what was the future of the discussions and of the negotiations between the Community and third countries?

Mr. Judd replied for the Government: "No date has yet been fixed for the next meeting on fisheries. The Government are deeply committed to working towards an effective common fisheries policy, but if the policy is to be effective it will have to take into account the

special needs of the United Kingdom and the large contribution which will be made to European fish stocks from British waters."

Permanent arrangements with third countries would be related to what could be achieved in an internal regime.

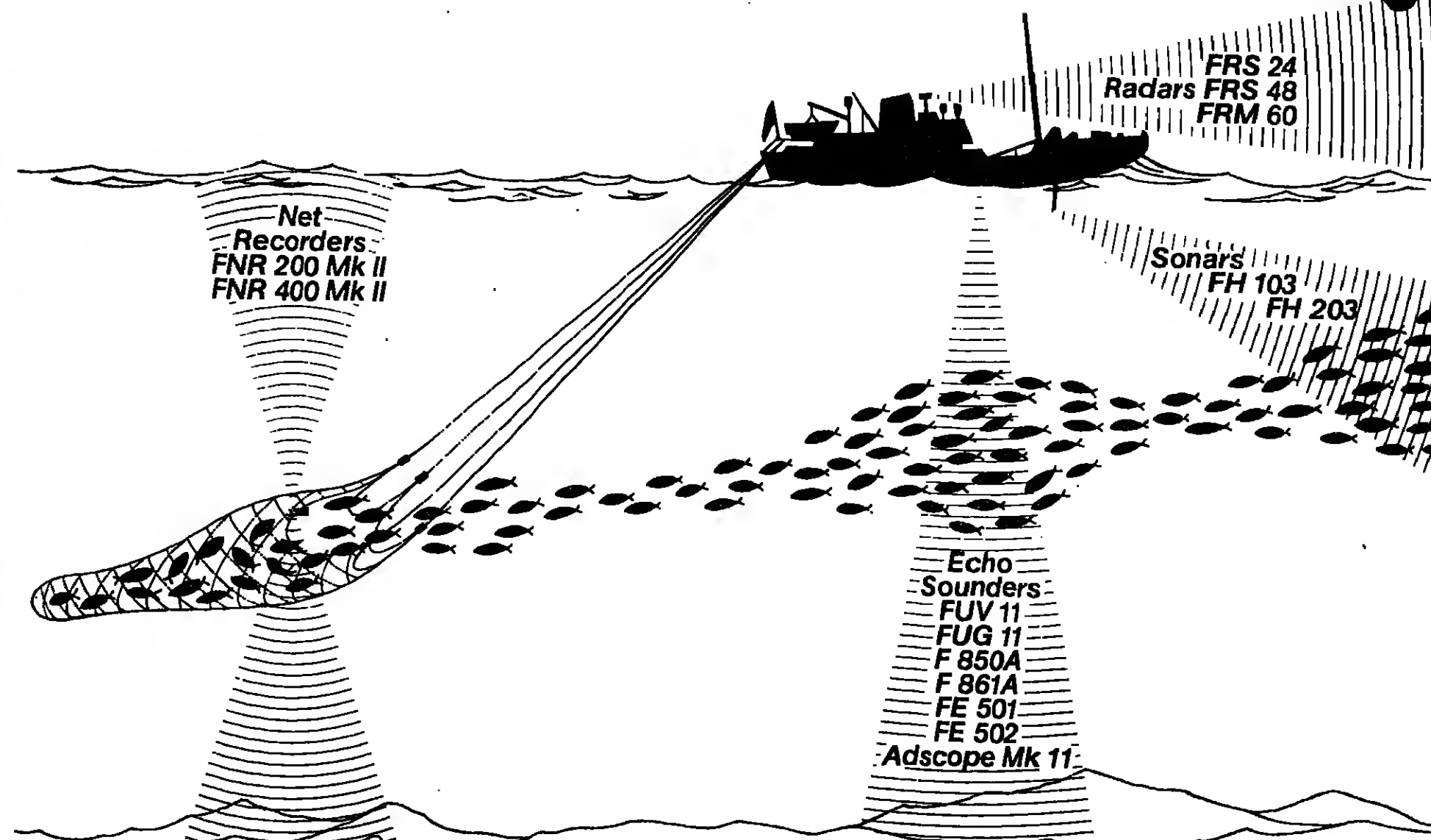
Hamish Watt (SNP, Banffshire) said that the desperate state of North Sea fish stocks was a matter of urgent urgency. He called for strict conservation measures with an 80mm net size regulation.

Mr. Judd agreed. No-one should underestimate the damage which could be done if there were no effective conservation measures.

The Government are committed to ensure the maximum sustainable yield of fish stocks and the Commission of the European Communities

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# 'Courage of the families' Port's tragic history

TRAGEDY has hit countless fishing families in the north-east of Scotland over the years and each time there are new wounds to heal.

Apart from the massive death toll from casualties involving fishing vessels, there have also been numerous losses with all hands... such as Colodan (PD); Quiet Waters (PD); Ocean Maid (PD); Blue Crusader (A); Coral Isle (A) and Novitius (FR), whose disappearance in the same area six years ago is being compared to that of Enterprise by some townspeople.

The toll goes on: Trident (PD), Refresco (BF) and,

only just over a year ago, Sapphire of Looismouth.

Fraserburgh has also suffered unforgettable disasters in the loss of two life-boats, with all but one of the crews lost.

Councillor Alex Noble, chairman of Fraserburgh Harbour Commissioners and former provost of the town, said: "We in Fraserburgh have been more affected than most places as far as sea tragedies are concerned. Whenever anything like this happens the gloom spreads throughout the town — it is not confined to the fishing quarters."

Superintendent Cyril Tuttle of the RNMDSF in Fraserburgh has "broken the news" to relatives on a

number of occasions before, but this was the first time he has had to undertake such a big tragedy. Where there is grief there usually is a 'Mission' and, having offered comfort to the distraught families in the past week, he said: "I have nothing but admiration for the folks concerned."

"Having visited them and seen how brave these wives, mothers and other relatives are, my admiration is increased all the more for the courage they show."

Prayers will be offered in local churches at the weekend; meanwhile, ministers will discuss and arrange a memorial service for the unfortunate young crew of Enterprise.

## Heartbreak

From page one

the authorities who undertook to broadcast to shipping in the area.

A number of vessels started to keep a lookout until they were joined at first light by the Nimrod. Other boats gave up their fishing-time and, hampered by bad visibility, carried on searching for any clue to the fate of Enterprise.

Sunbeam (INS), Stanhope III, Aquator and Grandall all joined in the search for debris but, although a number of items including boxes and driftwood were located, none was from the missing vessel.

Boy Andrew II, however, did pick up a hatch-cover and landed it at Peterhead on Thursday last week but it, too, was ruled out as being far too big to have come from Enterprise.

Fishing News spoke to 'Norrie' Bremner, skipper of the Wick-registered Boy Andrew II, when she docked at the Buchan port. He said that the entire fleet was stunned by the tragic event and they were only too willing to do whatever was necessary to help in the search for any sign of their friends.

"I never felt that the debris had been from the Enterprise but, by picking it up, it might give a lead on any other vessel which was simply help to eliminate from the search."

Skipper Bremner said that the weather during Enterprise's possible last hours was as bad as he had experienced while working on these grounds.

Although the aircraft were officially off the search, HMS Orkney was still investigating reports of several items spotted due east of Muick.

An RAF Nimrod had spotted what she thought to be a tarpaulin floating just beneath the surface of the water. Within three miles several planks, some red fishing buoys and what appeared to be a small slick were also spotted. The Nimrod, under the command of Flt Lt Andy Neal (29), dropped markers and a sonar buoy and alerted HMS Orkney some distance away. Coastguards said it was unlikely that the Enterprise was from Enterprise.

By Friday, the search had been called off after a long and arduous effort. However, the search was not over. The Department of Trade has already announced preliminary findings into the disappearance of the vessel. It is now being investigated by the Humberport and Grimsby Harbour Authority.

# ICELANDIC SHIPS TO LAND AT HULL

THE FIRST Icelandic wet fish trawler to land at Hull for more than a year is due in today (Friday).

She is expected to land 1,100 kits and will be followed on Monday by another trawler with 2,000 kits — and an even bigger landing will be made on Wednesday.

The decision by the port's bobbers to lift the ban has been welcomed by cod-stayed merchants. "This move has come just in time. We have got down to rock bottom in every way", said Arthur Bull, vice-president of the Hull Fish Merchants' Protection Association.

A spokesman for the British Trawlers' Federation said: "While we can understand the pressure from shore-based interests to bring in Icelandic fish, this is the final humiliation for our trawlers."

A meeting was due to take place today between trawler owners and the Icelandic Consul to make arrangements for unloading the vessels.

The ban might have been lifted earlier, but Transport & General Workers' Union officials have been seeking assurances that there would be a continuity of supplies from Iceland. It is understood that imports will run at 15,000 to 20,000 tons a year.

The arrangement to bring in Icelandic fish is subject to satisfactory prices being obtained. The way the Hull market was reacting to cod this week throws some doubt on how long the landings will continue.

There are now fears that Iceland will be using this latest move as a lever on the EEC to reduce tariffs on fish.

At Grimsby, where the fish porters intend sticking by their decision not to land Icelandic vessels, there was anger.

South Humber-side fish merchants were very upset that the quantity involved — 15,000 tonnes per year — looks like being entirely earmarked for Hull.

In some quarters it was felt the time had come for the port's bobbers to reconsider yet again their position on Icelandic wet fish landings.

is that eventually the south Humber port will attract all the wet fish trade by virtue of its much stronger markets.

Even the Icelandic trawlers landing at Hull may not be enough to save the port's dying wet fish trade.

The news that Icelandic vessels will be allowed into Hull has produced an angry reaction from local skippers. See page 21.



## BACK TO EAST COAST

FLEETWOOD has lost another Boston Company trawler. Boston Whirlwind (above) has moved back to Lowestoft and a career on all rig work following the pull-out of Boston Beaver (see page 17). Last month it was announced that the six-strong BUT fleet was leaving the port.

## Raid on boats

THIEVES have raided two fishing boats at Eastbourne, Sussex. They broke into the cabins and stole equipment worth £200.

A compass worth £60 was stolen from Horvater the Second. Radio equipment, a stove, a pair of binoculars, two fishing rods and signal rockets were taken from Downbreaker.

# SEINING RECORD

THE anchor-seiner Christiansborg — landing her maiden trip to Consolidated Fisheries Ltd. at Grimsby on Tuesday — smashed the port earnings record with a grossing of £12,742.

Christiansborg (Sk. Egon Dem) turned out a massive 848-kits (almost 35 tons), mainly cod and codling.

After a 21-day trip to the Heligoland grounds, the landing was put ashore by one of the local seiner fleet at Grimsby and the record, set by Edlef six days earlier, by a staggering £1,400.

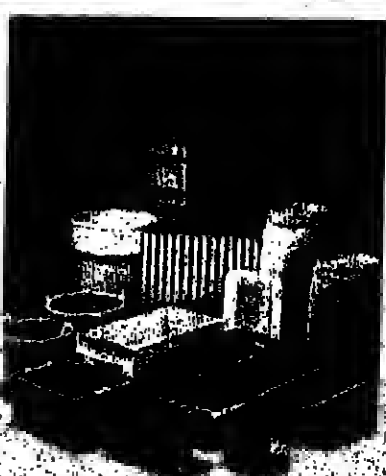
Christiansborg also re-landed herself as the Humber's number one seine hauler, having previously landed 100 tons of fish at Hull.

Already the Grimsby firm is seeing a good return on the reported £1 million deal which secured the 10-strong seiner fleet from the Boston Group of Hull.

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# Canada bids for bigger share of UK market

CANADIAN fish exporters are aiming to make a big impact on European markets. Traditionally, Canada has relied heavily on the United States as an outlet for fish but, faced with declining prospects in this area, attention is now being switched elsewhere.

This situation was highlighted in London on Monday when the Canadian Government staged a big fish promotion which will move on to six other European countries. Some 30 companies from the Atlantic and Pacific coasts displayed a wide range of fish products.

The more practical issues of importing fish from Canada were tackled at a series of 'workshops' which dealt with demersal fish, salmon, shellfish and herring.

Working on forecasts to the mid-1980s, when Canada expects to have rebuilt her stocks and phased out foreign fishing effort, the TAC for Atlantic demersal fish — including cod and haddock — is expected to rise from 352,000 tonnes in 1977 to 590,000 tonnes. The prospects are not so good for herring, rising from 250,000 tonnes in 1978 to 275,000 tonnes.

As Canada moves towards reaping the benefits of a 200-mile limit, the groundwork is now being done to ensure that there is a market for her fish. Apart from Europe, the other main export areas Canada will be concentrating on are Japan and the Eastern blue countries, said the Hon. Dan Reid, Minister of Fisheries for Nova Scotia.

"By 1988 domestic stocks will double, if not triple," pointed out Mr. Reid. "By then we will be able to move into developing under-utilised species such as grenadier and silver hake".

Canada still has a long way to go in the development of her fisheries. Mr. Reid said that the fleet was "unsophisticated" and there were opportunities for a transfer of technology from the UK. "We still have to learn how to crew and run freezer trawlers, and fish processing plants need help in preparing a suitable product for the UK market".

Prices paid to UK fishermen staggered Canadians, said Mr. Reid. Describing the 15 per cent tariff on herring into the EEC as "formidable", Mr. Reid said that discussions on this barrier are now going ahead.

By 1985 Canada expects to be exporting 90 per cent of her fish production, said Mr. R. D. Merner, fisheries chief of the Department of Industry, Trade and Commerce in Ottawa.

Fishing News will be taking a look at some of the Canadian fish products in its Fish Handling supplement on March 24.

Canadian herring: see Comment, page 2.

Comment, page 2.

Comment, page 2.

Comment, page 2.

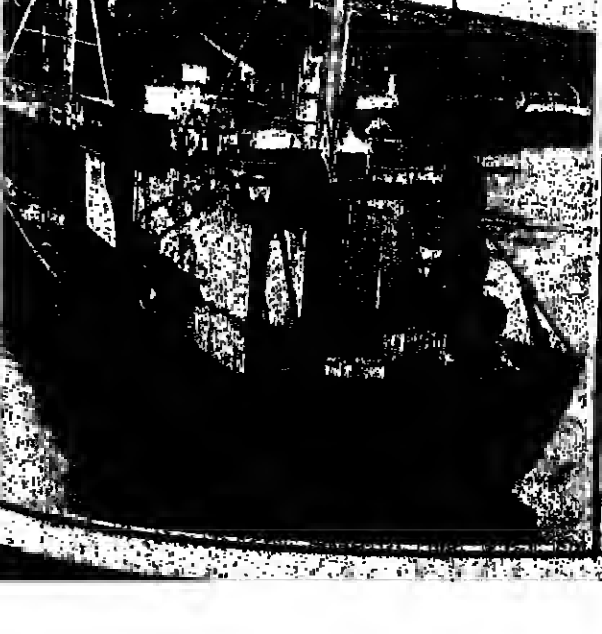
Comment, page 2.

## CORNELIS—NEW PORT

THE FORMER Dutch-owned steel trawler *Cornelis* is now operating from Grimsby. The 84-ton vessel — bought by a Hull company — transferred to the south Humber estuary port last week from where she will work as an addition to the inshore trawling fleet.

*Cornelis* (LT 281) was built in Groningen in 1984 as a cutter for owners at Urk, Holland. Almost four years ago the vessel was sold to Intertrade of Lowestoft.

*Cornelis* is being managed at Grimsby by Tom Elaght (F.S.) Ltd. This agency has recently made a series of spectacular catches in the inshore trawling section.



*Cornelis*

## FLEETWOOD LUMPER BAN STAYS

FLEETWOOD'S lumper ban on landings at the port by Icelandic trawlers is not to be lifted in the immediate future.

This was announced last week by Ted Hemmell of the Transport and General Workers' Union. He was speaking after the news that Hull lumper had lifted their ban on Icelandic.

"Some people think that lifting the ban will solve everything," he said. "But we don't. We want security of jobs for Fleetwood fishermen, Fleetwood lumper and everyone else."

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Canadian herring: see Comment, page 2.

Comment, page 2.

## 'Queen' of Lowestoft

TOP EARNER at Lowestoft last week was the Telleman owned side-trawler *Bentley Queen* (St. Ann Gill) which landed 687 kits on Wednesday after a 13 day trip to the North Sea grounds to make £17,730.

In second place was another Telleman vessel — the stern trawler *Bolby Queen* with Skipper A. L. Hutchinson in command. She landed 689 kits after 11 days at sea, to earn £17,571.

Cole's side trawler *St. Croix* (Skipper John Peel) took third place on Monday with a £16,193 grossing from 646 kits (including about 600 kits of plaice) at the end of a 13 day trip.

Telleman's *Ripley Queen*, a sister ship of *Bentley Queen*, was in fourth position. Returning for Friday's market after an 11 day trip with Skipper John Deacon in command, her 651 catch sold for £14,897.

Fifth place was taken by another Friday landing by the Colno owned *St. Mark*, the largest trawler in the Lowestoft fleet, which under the command of Skipper J. Kelly made £14,621.

Skipper Buchanan is to work for in partnership with his three sons — James, Stewart and David — and she will have a crew of eight.

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## Belgian breaks Milford record

MILFORD Haven's port grossing record was beaten last week — thanks to a broken trip.

The Belgian beam trawler *Surveyor*, which is no stranger to the port, developed engine trouble and put into the port with 153 kits, including 45 eight-ounce kits of soles, which sold for £8,107.

The soles averaged more than £140 a kit for the Ostende-registered vessel.

This was in sharp contrast to the fortunes of local trawlers. Top ship among them was *Brando Wilson* (Skipper Rees Evans), which landed 148 kits selling for £4,780.

Next was *Bryher* (Skipper A. James) which made £3,621 from 107 kits.

It is ironic that the port record should be broken with a sole catch at a time of year when the port's vessels used to reap a rich harvest on the Trevose sole grounds off Cornwall. Catches of more than 60 kits of the variety were the rule rather than the exception.

Now a catch of such size would be remarkable, given the decline of the fishery with regard to side trawling.

## 80-FOOTER

THE 80ft. *Fidelis II* was launched last Saturday at the Campbelltown Shipyard for Skipper Stewart Buchan of Fraserburgh.

The steel-hulled vessel will be handed over to her skipper when completed in April.

Skipper Buchan said at the Campbelltown launching: "I am absolutely delighted with her. She has been built for sole net and white fish trawling and we will be fishing her from Fraserburgh and landing in Peterhead."

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## Nimrods: wrong role

SIR, In an article 'Nimrod The Mighty Hunter Simplified' published in *Aviation News*, March/April 1974, J. D. Ferguson wrote his praise of the military role of the Nimrod aircraft.

But what about the other role of the Nimrod (which J. D. Ferguson completely ignores, like many others who hail and praise the Nimrod)? The role of assisting in civilian air/sea rescue and search/finding civilian sea crafts such as distant water fishing trawlers and finding clues about what happened to them when they were lost.

Again this week, Nimrods returning to base after searching 3,000 sq. miles of the North Sea for the missing Fraserburgh trawler *Enterprise* sadly had to report "no signs of ship or wreckage" — words which have become very familiar to relatives of fishermen and owners of missing trawlers in recent years.

For years I have been highly critical of the Nimrod in this type of search for missing trawlers and wreckage, to seek and find survivors who may be adrift without a radio or signalling device or some other homing equipment attached to life-raft or life-jacket that highly sophisticated equipment can home in on.

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Nimrods cannot with their sophisticated equipment pick out wreckage, bodies or clues from that of rocks and shore-lines or of other clusters of land.

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Stealing all the limelight in easily their best week were the port's anchor-seiners with a string of big landings and grossings.

These included an earnings record for skipper-owner, Leif Gravesen, in *Edlei* with £11,461 from 337 kits (*Fishing News*, March 3) since beaten (see page three). This was mostly top quality bulk cod after 23 days on the Clay Deep which bettered the old port record, set last July, by £500.

*Edlei* also topped the Humber seining record of £11,000 by the one-time Hull seiner *Christionborg* established in June 1976.

This remarkable achievement by *Edlei* headed a very big week for the Danbrit agency which also landed Mory Ronn (£10,443 from 306 kits) and Pandion (£8,228 from 264 kits) from North Sea trips, as well as seining several very useful landings by Danish vessels.

Biggest individual local landing came from Jubilee's *Glodnes* (Skipper Jorgen Olesen) with a massive catch of 405 kits of Heligoland cod and codling. This sold for £10,447 after 17 days and is one of the largest landings ever recorded by the Grimsby anchor-seining fleet.

Also in the money again were *Morgrethe Bojen* (Skipper Jens Bojen) and



Record-breaking smile from Skipper Leif Gravesen (right) after smashing the port anchor-seining high. With him are deckie Pete Cullen (central) and watchman John.

Frances Bojen (Skipper John Richardson) with a 16-day pair trip worth £27,922 from a combined turnout of 946 kits of North Sea cod and codling and sold through the John R. agency.

There was only one distant water trawler landing during the week from the Boston Group's *Boston Phantom* (Skipper William Borker) which grossed only £33,034 from 1,058 kits, including 450 of haddock, 350 of codstuffs and 75 of rede (48 of which went for meal), after a 24-day Norway Coast trip.

Middle water landings from Westerly trips were again very heavy and nearly all the voyages included big hauls of codley or saithe.

The salters were very ac-

tive for the second successive week stepping in to buy a total of 6,064 kits which would otherwise have gone to meal to keep grossings respectable.

Pick of the bunch was the £40,694 made by the French stern dragger *Gruignies* through the Boston agency from a 2,198-kit landing, including 270 of huddocks, 20 of blue ling, 30 of dab and 1,800 of codley, while the best local effort came from *BUIT's Ross Kashmir* (Skipper Johnny Mendon) with 1,020 kits, which sold for £30,008.

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FOR OBVIOUS reasons *Fishing News* does not go out of its way to upset advertisers... but this time we are going to change our arm.

In his regular advertisement Jo Bennett, salmon king at the court of Associated Fisheries, has kept readers up-to-date with his ongoing (and sometimes

non-going) relationship with his assistant, the "Wicked Angels Potter". In a week moment it seems he let her have time off for some social activity and now she is in the throes of procreation.

Joe is now caught up with his new lady who (for the time being) is everything wonderful. Last week in his advertisement Joe cautioned

his readers to "watch this space".

Following a not slightly taken decision, we have decided to put up this promise and show just what the new 'wonderful' lady looks like. Indeed, it is two for the price of one, with the 'Wicked' Angela also occupying a large area of camera lens.



The new and the old: 'Sweet Sue' Jo and 'Wicked' Angela Potter (left).

## St. Giles tops £37,000 at Hull

HULLING'S St. Giles — the only wet fishing vessel landing a catch at Hull last week — made £37,991 for 1,311 kits at the Thursday sales.

The trawler had been on a 24-day trip to the Norwegian coast under the command of Skipper D. Mithner and the turnout included 287 kits of haddock averaging £42.68 per kit. The average price for the vessel's codstuffs was £31.81 per kit.

Hull also had overseas supplies from inshore ports of 1,000 tonnes on the same day.

## ...Forester's £79,905

HULL started off in the style this week with Forester's £79,905 landed by the Newington-owned *Forester*. Skipper D. Taylor brought the vessel back from a 26-day trip to the Norwegian coast.

Forester put ashore 2,612 kits. Average price for her 1,555 kits of haddock was £38.54 and £27.89 for codstuffs. Prices for cod were something of a disappointment.

Due to a mechanical breakdown during unloading, the landing was spread over two days.

## MARKET CLOSED

GRIMSBY market will be closed from Friday until Monday. The market is as usual as usual.

# 'RANGER' FUND IS HANDED OVER

A TOTAL of £5,500 has been raised in the Westcountry for the *Boston Sea Ranger* appeal after five crew members were lost last year near Lands End.

The cheque was



Left to right: The Mayor of Penzance, Arthur Barryman; John Britten, landlord of the Dock Inn; Raymond 'Pedler' Palmer, one of the survivors; and Mr. Nick Brighthouse, the chairman of the Westcountry District Council, during the presentation ceremony. Mr. Brighthouse holds the cheque and Mr. Palmer the drawing of *Boston Sea Ranger*.

## 'UNWISE' NOT TO REPORT

THE RELUCTANCE of fishermen to disclose their whereabouts was labelled "unwise" by a Minister in the Commons on Tuesday after a brief statement about the loss of the Fraserburgh fishing vessel *Enterprise*.

In reply to an emergency question, Stanley Clinton Davis, Under Secretary for Trade, said that the vessel's last known position was about 90 miles east of Lerwick on February 23 at 21.30.

Weather conditions were then extremely severe in the area. The coastguard was not informed about any anxiety concerning the vessel until 15.45 on February 28.

Inquiries were put in hand forthwith and a broadcast made to shipping, accompanied by a request for an air search to be undertaken at first light. The search was discontinued at last light on March 2, nothing having been found.

A preliminary inquiry had been ordered on March 1.

The industry should be invited to reconsider a system of position reporting, said Douglas Henderson (SNP East Aberdeenshire) so that, as far as possible, the coastguard knew where boats were at all times.

## Beacon plea

A RENEWED plea for the introduction of automatic lifesaving radio equipment which pinpoints the position of vessels lost at sea has been made by Joe McLean, secretary of Aberdeen Trawler Officers' Guild.

He said that if such a device had been on the fishing vessel *Enterprise*, lost with all hands without trace, her position could have been fixed quickly.

Mr. McLean has written to Stanley Clinton Davis, Under Secretary of State for Shipping, pointing out that Lifesaving Radio Beacons — a Canadian invention tested and approved by the Canadian Government — have been instrumental in saving life.

It cuts out the confused afloats of unidentified floats and gives our search and rescue teams a better chance of saving lives by tracking the buoy and reasonably confining the search to that area.

"Surely anything that can save lives or put the minds of families at rest is worth trying," he said.

Mr. McLean thought that the DoT emergency position indicating radio beacons were not the answer as they had to be launched manually. He claimed that they floated away from their location.

The Canadian buoy is made fast by a long line attached to the vessel and is automatically launched. It can be secured to the deck or top of the bridge where obstructions will not snag the line when the buoy is released.

presented at the Dock Inn, Penzance, by John Britten to Nick Brighthouse, the chairman of the appeal.

It was back on December 5 last year that the Lowestoft stern-trawler capsized and sank off Cornwall's Gwennap Head, near Lands End, with the loss of five lives.

One of the three survivors, 46-year-old Raymond "Pedler" Palmer, third hand on *Sea Ranger*, was present at the ceremony. He is again working from Penzance as a member of the ship *Boston Sea Knight*.

At the ceremony were Nick Brighthouse, Mr. A. W. Suddaby, the managing

director of Boston Deep Sea Fisheries Ltd., who is also chairman of the Lowestoft Widows and Orphans Fund, Peter Leighton, secretary of the fund, and Neil Parkes, deputy chairman of Boston DSF Ltd.

On display were details of the fund raising enterprise, photographs and models, letters from leading people in the campaign and two challenge shields inscribed with the names of the winners of the various sporting events in recent weeks.

In presenting the cheque, Mr. Britten thanked all who had assisted and hoped that such an occasion would not come again.

# Ex-Danish trawler to pair-up

THE FORMER Danish boat *Geiser* — sold to Grimsby owners at the end of 1977 — will form a new pair trawling team for the Humber port when she links up with *Green Valley*.

*Geiser* was bought from Esbjerg to operate as a pair trawler, but was switched to winter spratting on arrival.

The vessel has now completed her season on sprats and has been to Denmark for modifications to go pair fishing.

*Geiser* is commanded by Skipper Mike Clerk who

already has plenty of experience of small boat pair trawling, while *Green Valley* (Skipper Roger Younger) has just completed a year working as a successful pair trawler at Grimsby. Both vessels operate through the Danbrit agency.

Leandro (Skipper Borge Nejrup) and Toornborg (Skipper Johnny Hill) have been teamed together in a temporary reshuffle within the same agency pending the completion of modifications to *Cenby* (Skipper Jerry Lee). She is to be the permanent partner to *Leandro*.

Use this Chart...

...if you believe that Kelvin engines are used solely in trawlers operating around the Scottish coast. A rumour which, though persistent, is about as accurate as that chart.

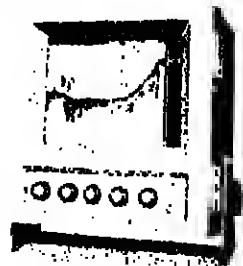
In fishing grounds throughout the world, you'll find Kelvin diesels powering vessels of all types. They're chosen for their reliability and economy — and the fact that they require minimal maintenance makes them suitable for all fishing operations under any conditions. If you'd like more information write for our specification sheets. And if you'd like references, just ask around the world.

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The new and the old: 'Sweet Sue' Bell and 'Wicked' Angela Potter (left) at...

## St. Giles tops £37,000 at Hull

**LANDING'S** St. Giles - the only wot fishing vessel landing a catch at Hull last week - made £37,941 for 1,131 kits at the Thursday sales.

The trawler had been on a 24-day trip to the Norwegian coast under the command of Skipper D. Milner and the trawler included 287 kits of haddock averaging £42.88 per kit. The average price for the vessel's codstuffs was £31.51 per kit.

Hull also had overland supplies from Inshore ports of 1,900 hoxes on the same day.

## ...Forester's £79,905

**HULL** started off in the style this week with a £79,905 landing by the Nowington-owned *CA Forester*. Skipper Dick Taylor brought the vessel back from a 26-day trip to the Norwegian coast.

*Forester* put ashore 2,612 kits. Average price for her 1,555 kits of haddock was £38.54 and £27.89 for codstuffs. Prices for cod were something of a disappointment.

Due to a mechanical breakdown during unloading, the landing was spread over two days.

## MARKET CLOSED

**GRIMSBY** fish market will be closed for the first time since Friday, March 3, until Monday, March 13. The market will be open as usual on Monday.

# 'RANGER' FUND IS HANDED OVER

A TOTAL of £5,500 has been raised in the Westcountry for *Boston Sea Ranger* appeal after five crew members were lost late last year near Lands End.

The cheque was



Left to right: The Mayor of Penzance, Arthur Berryman; John Britten, landlord of the Dock Inn; Raymond 'Pedlar' Palmer, one of the survivors; and Mr. Nick Brighouse, the chairman of Waveney District Council, during the presentation ceremony. Mr. Brighouse holds the cheque and Mr. Palmer the drawing of *Boston Sea Ranger*.

## 'UNWISE' NOT TO REPORT

THE RELUCTANCE of fishermen to disclose their whereabouts was labelled "unwise" by a Minister in the Commons on Tuesday after a brief statement about the loss of the Fraserburgh fishing vessel *Enterprise*.

In reply to an emergency question, Stanley Clinton Davis, Under Secretary for Trade, said that the vessel's last known position was about 80 miles east of Lerwick in February 23 at 21.30.

Weather conditions were then extremely severe in the area. The coastguard was not informed about any anxiety concerning the vessel until 13.45 on February 28.

Inquiries were put in hand forthwith and a broadcast made to shipping, accompanied by a request for an air search to be undertaken at first light. The search was discontinued at last light on March 2, nothing having been found.

A preliminary inquiry had been ordered on March 1.

The industry should be invited to reconsider a system of position reporting, said Douglas Henderson (SNP East Aberdeenshire) so that, as far as possible, the coastguard knew where boats were at all times.

## Beacon plea

A RENEWED plea for the introduction of automatic lifesaving radio equipment which pinpoints the position of vessels lost at sea has been made by Joe McLean, secretary of Aberdeen Trawler Officers' Guild.

He said that if such a device had been on the fishing vessel *Enterprise*, lost with all hands without trace, her position could have been fixed quickly.

Mr. McLean has written to Stanley Clinton Davis, Under Secretary of State for Shipping, pointing out that Lifesaving Emergency Position Indicating Radio Beacons - a Canadian invention tested and approved by the Canadian Government - have been instrumental in saving life.

It cuts out the confused sightings of unidentified floats and gives our search and rescue teams a better chance of saving lives by tracking the buoy and reasonably confining the search to that area.

"Surely anything that can save lives or put the minds of families at rest is worth trying," he said.

Mr. McLean thought that the DoT emergency position indicating radio beacons were not the answer as they had to be launched manually. He claimed that they floated away from their location.

The Canadian buoy is made fast by a long line attached to the vessel and is automatically launched. It can be secured to the deck or top of the bridge where obstructions will not snag the line when the buoy is released.

"It doesn't matter where the lifesaving buoy comes from. *Enterprise* is now another statistic in a long line of fishing vessels which have disappeared without trace," he said.

# Ex-Danish trawler to pair-up

THE FORMER Danish boat *Geiser* - sold to Grimsby owners at the end of 1977 - will form a new pair trawling team for the Humber port when she links up with *Green Volley*.

*Geiser* was bought from Esbjerg to operate as a pair trawler, but was switched to winter operating on arrival.

The vessel has now completed her season on sprats and has been to Denmark for modifications to go pair fishing.

*Geiser* is commanded by Skipper Mike Clark who

already has plenty of experience of small boat pair trawling, while *Green Volley* (Skipper Roger Younger) has just completed a year working as a successful pair trawler at Grimsby. Both vessels operate through the Danbrit agency.

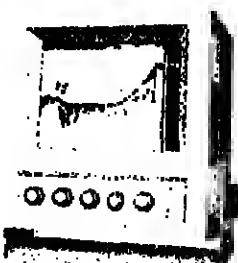
Leanda (Skipper Borge Nejrup) and *Toarnborg* (Skipper Johnny Hill) have been teamed together in a temporary reshuffle within the same agency pending the completion of modifications to *Caendy* (Skipper Jerry Lee). She is to be the permanent partner to *Leanda*.



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FISHING NEWS

March 10, 1978

# IRISH REJECT PACT TO DROP 50 MILE LIMIT

THE IRISH Fishermen's Organisation has decided to fight on for a 50-mile limit and has rejected an invitation by the Irish Minister for Fisheries to participate in the drawing-up of fishing plans approved by the EEC. This, the minister claims, could have some control on foreign fishing.

By 10 votes to three at a five-hour meeting in Dublin last Saturday, the IFO executive rejected a proposal by its own chairman, Joey Murrin, that it should take part in the drawing-up of the plans.

The previous week Mr. Murrin, at a press conference with the minister, had agreed that the 50-mile limit campaign was a dead issue.

On Saturday it became a "live" issue again. Mr. Murrin said that he accepted the decision of the executive and the fight, which would be a long one, would go on.

The IFO in a statement after the meeting, said that the Government should stop using the fishing industry as a bargaining tool.

At the meeting, executive members were generally not satisfied with the recommendation of Mr. Murrin that they should gain what control they could from the fishing plans. A general dissatisfaction with the plans and lack of belief in their effective control were the dominant factors.

Representatives from ports throughout the country instanced reports of European

trawlers, particularly French and Dutch, ignoring even the existing limits and being particularly daring since the successful challenges to the Irish legal measures to control illegal fishing.

Meanwhile, there was an incident at sea on Thursday night last week between Donegal and French fishermen. According to reports in Ireland, three Irish trawlers — *Girona*, *Loreto* and *Magnificent* — were forced to leave their fishing grounds four miles off the Mayo coast and head for the safety of port.

Irish trawlermen claimed that the largest of the French trawlers, *Menhelen*, manoeuvred dangerously through the Irish fishing boats in a manner that "almost had serious consequences."

Joey Murrin said: "French trawlers have shown a lot of impudent cheek since the Government abandoned its fight for a 50-mile limit."

"There were complaints that the Irish Naval Service had failed to be available after the incident."

Mr. Murrin said that, when he informed the Department of Defence, he was told that

no one from the Naval Service was available at the time, 11.30 pm.

"The Government gave a commitment to place five Naval vessels of strategic positions on the Irish coast to protect our fishing rights, but they have failed to implement their promise. We must be

protected if our fishing industry is to survive."

French trawler skipper, Alberto Montano (55) of the *Athos*, was fined £50 and ordered to pay £45 expenses when he was convicted at Waterford of having a net with undersized mesh on board eight miles south-west of Mind Haul on February 22.

Officers of the Naval Service fishery vessel *Seamie* gave evidence of finding the mesh of the nets to be not more than 65 mm, whereas the legal requirement is 70 mm.

Because of the Irish High Court decision, as reported in *Fishing News*, the Irish Government is now considering amending legislation to change penalties for illegal fishing in Irish waters. The maximum now stands at £100.

This record-earning catch of 1,953 kits included 40 of hake, 140 cod, 100 haddock and more than 1,100 kits of colley. Her excellent grossing keeps Skipper Bridges in the forefront of Fleetwood middle water fishermen — a position he has occupied since his early 20s when he started with the lego firm, now taken over by Boston Deep Sea Fisheries.

This landing was also a talling answer to the Frenchmen landing at the port who are claimed to be more expert than the local men.

However, *Stirling's* performance was not enough to put the French trawlers in the shade last week.

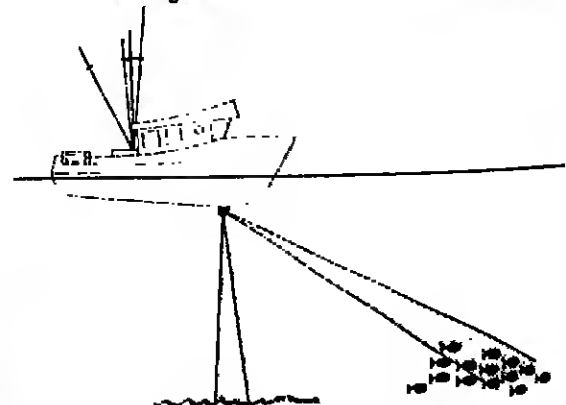
The Lorient stern trawler *George Cadoudal* arrived at the port from the Muckle Pugga area with 3,031 kits which made an outstanding £53,345.

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March 10, 1978

# 'Stirling' performance at Fleetwood

BOSTON STIRLING sent the Fleetwood middle water record flying last week. The small stern trawler skippered by Bill Bridges put ashore a landing which made £38,537.

This record-earning catch of 1,953 kits included 40 of hake, 140 cod, 100 haddock and more than 1,100 kits of colley. Her excellent grossing keeps Skipper Bridges in the forefront of Fleetwood middle water fishermen — a position he has occupied since his early 20s when he started with the lego firm, now taken over by Boston Deep Sea Fisheries.

This landing was also a talling answer to the Frenchmen landing at the port who are claimed to be more expert than the local men.

However, *Stirling's* performance was not enough to put the French trawlers in the shade last week.

The Lorient stern trawler *George Cadoudal* arrived at the port from the Muckle Pugga area with 3,031 kits which made an outstanding £53,345.

It appears likely that more French vessels are to land at the port, especially since the announced withdrawal of the Wyre Trawlers fleet.

The port had one of its spasmodic distant water landings during the week with the arrival of the stern trawler *Lunedo* from the Norwegian coast, although it must be added that she spent part of her time on the British middle-water grounds.

Hull skipper, David Hinchcliffe, brought the vessel back to port with 1,132 kits after 24 days for a grossing of £26,659. Included in the catch were 40 of hake, 400 of cod and 25 of dogs.

With markets far from exceptional local near water trawlers did not by any means break records, although one vessel in this section averaged more than £40 a kit for her catch.

This was the wooden trawler *Girl Doris*, skippered by Jack Delroy, which landed 101 kits from the North Channel grounds for a grossing of £4,074.

This fall in the market is partly explained by the fact that much of the fish landed is full of roe and many varieties are on the thin side, but at least inshore catches have begun to show some promise.

## Silly boarders grab trawler

A SCOTTISH trawler was boarded near the Bishop Rock Lighthouse on Thursday last week in protest at her fishing too close to the Scilly Islands.

Amongst the boarding party was the legendary cuxsain of the St. Mary lifeboat, Matt Lethbridge.

Both Mr. Lethbridge and another member of the party, Roy Duncan, are members of the local Sea Fisheries Committee.

This body was set up by the Government four years ago as a result of complaints by the islanders over 12 years.

Although large-scale fishing within three miles of the mainland has been banned for some 80 years, this law did not apply in the Scillies until 1975.

Big trawlers have been taking huge catches of mackerel there. HSM *Brinton* is visiting the islands to investigate.

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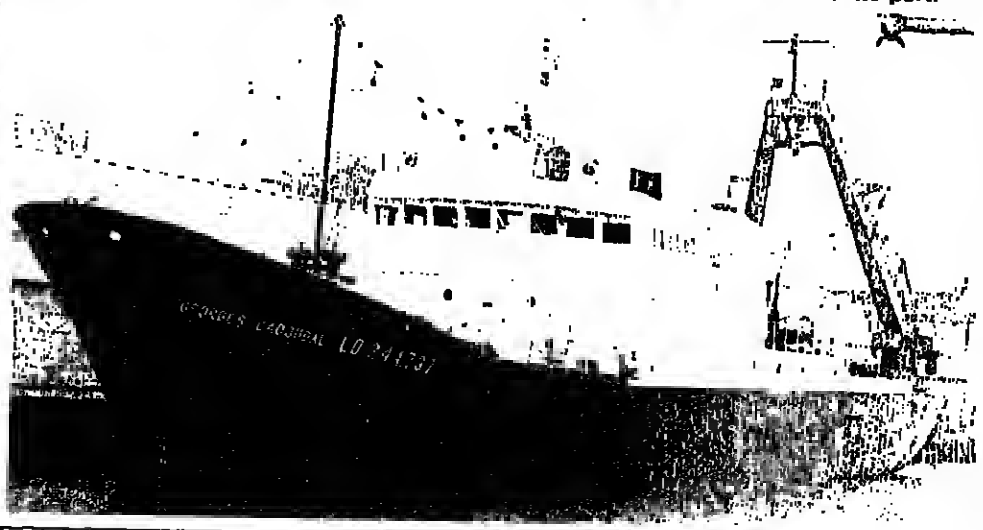
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FISHING NEWS

## Trawler towed in

The French stern trawler *Georges Cadoudal* (below) landed 3,031 kits at Fleetwood. More French vessels may follow now after Wyre Trawlers announcement to withdraw from the port.



THE NEWLYN trawler *Crimson Arrow* was towed back to the Cornish port on Monday after hitting a submerged object.

She then developed a serious leak about midnight ten miles south-east of the Wolf Rock lighthouse.

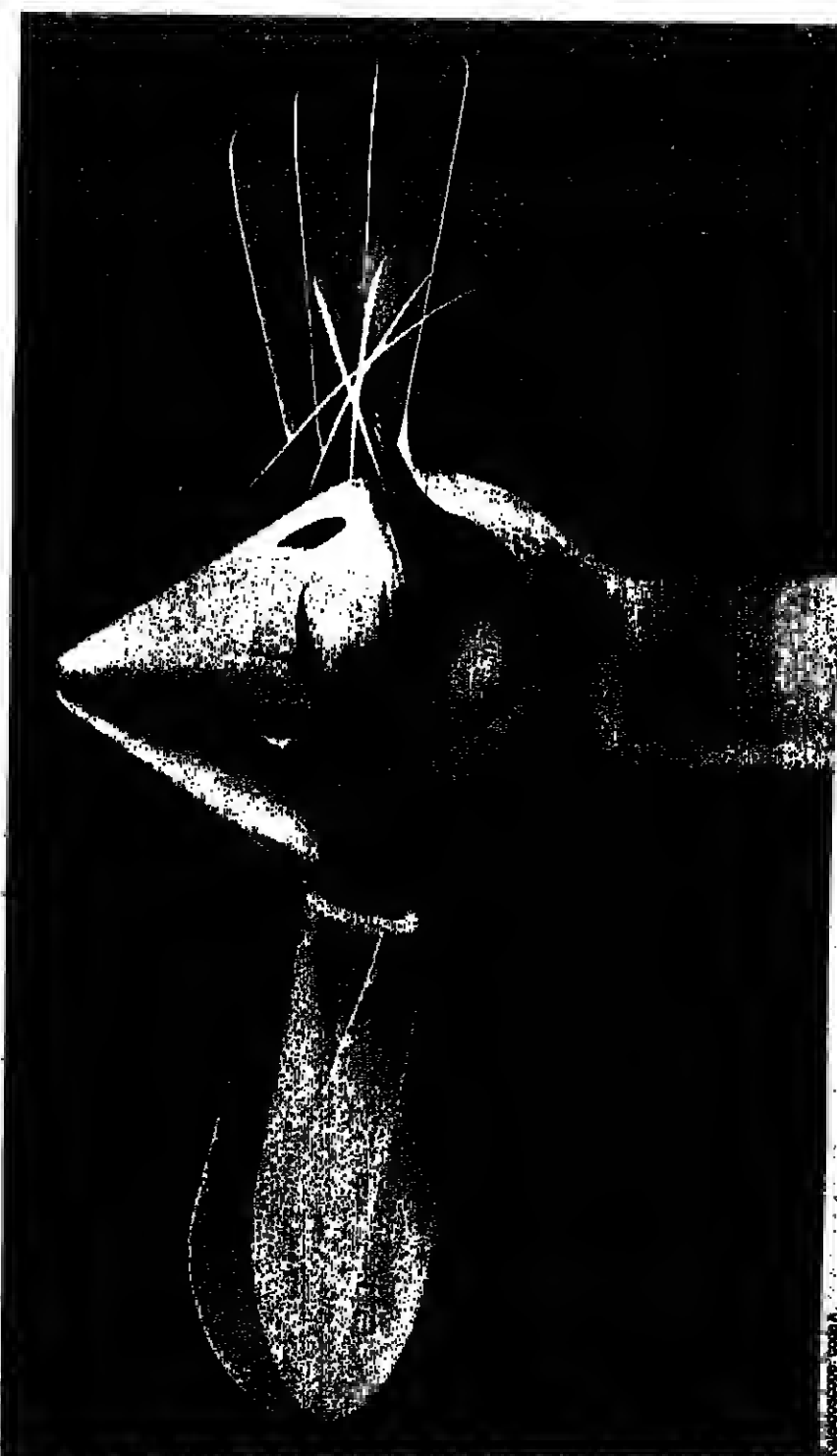
The boat, owned and skippered by Eric Matthews of Sennen and with five other crewmen on board, sent out a Mayday message.

The minesweeper HMS *Brinton* and the frigate HMS *Plymouth* went to the scene, as did local fishing boats.

A boarding party went from the minesweeper, and naval personnel and crewmen of the 70ft. *Crimson Arrow* formed a human 'bucket chain' to bail out the trawler.

They managed to keep her afloat as the tow went on by HMS *Brinton*. The tow was transferred to the local boat *Three Lads* off Newlyn and Penzance fishermen were waiting to pump her out.

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## Special care for freezers

A MARINE coatings firm has devised a planned maintenance programme designed to keep the eight J. Marr-owned freezer trawlers based at Hull up to scratch.

The vessels vary in age and design, but it is possible to divide the work to be done into ten separate locations to allow maintenance to go ahead above or below decks according to the weather.

The principle behind the system worked out by Jotun-Henry Clark Ltd. of London is that, over a given period, coating systems can be brought back to the original standard. This prolongs the working life of the vessel and owners can budget maintenance costs accurately.

The firm claims that often maintenance on fishing vessels has little more than a cosmetic effect and can even conceal corrosion damage.

In addition to painting, the two-year maintenance plan includes detergent washing and fresh water pressure cleaning of previously completed paint works. By constantly cleaning and removing surface contaminants and salt crustation, paint life is greatly extended and so time, labour and paint costs are saved.

In the case of side trawlers a quick turn round is necessary. But painting is not so important since the vessels were usually built above Lloyd's accounting requirements and, although some trawlers are badly corroded at 15-20 years life

## SLIP TO TAKE THE LOT

EYEMOUTH Boat Building Co. is to carry out improvements costing £30,000 to the slipway beside Eyemouth harbour.

Managing director, James Evans, said: "We will be able to repair boats 75 ft. long instead of 60 ft., which means we will be able to handle all the Eyemouth vessels."

The water depth at the bottom of the slipway is being deepened by 1 1/2 metres.

# PAIR TRAWLING TREND-SETTERS

NEARING completion at the Geo. Thomson yard at Buckie are two trawlers which break new ground. They have been specifically built to work together on pair trawling.

The identical trawlers will be owned by Ian MacDonald and Jos Aiken who have worked very closely with the designers, the Napier Company of Arbroath, and with the builders to ensure that they get exactly what they want. Both owners have a great deal of experience in pair trawling and have used it to the full.

The wooden hulls are 54 ft. long, with a beam of 18 ft. and draft, 8 ft. They have a wide transom stern and are built with oak timbers and frames and larch planking. The hulls are fairly conventional, but the deck layout varies considerably from normal practice.

A stern gantry provides the normal leads for the trawl warps, but they go forward just inside the bulwarks to the forward end of the aft deck where blocks direct the lead athwartships to the Sutherland twin-borel winch.

This gives a clear deck aft with no wires running across it. The barrels on the winch are mounted fore-aft and they are wide and shallow.

Each will hold 800 fathoms of 1 1/2 in. wire and the shallow drum allows the pull to be nearly equal at each point in the haul.

A Lossiemouth split horizontal net drum is mounted close to the winch on the port side. This gives a direct lead to the transom roller mounted just above deck level and so the full length of the deck is available to haul the net, at the same time leaving the whole of the starboard side clear.

The wheelhouse is well forward and merges into an aluminium whaleback at the bow. Under this at maindeck level is the galley and messroom. Below the messroom is the engine room situated right forward, with

the sleeping quarters aft of this.

Aft again comes the fish hold, which measures 23 ft. by 12 ft., and then right at the stern are two 500-gallon fuel tanks situated each side of the steering gear.

Whilst this layout means a long propeller shaft, it gives comfortable crew accommodation over the full width of the hull and a large fish hold. Initial plans are to fish the fish hold but not to fully insulate it. There will be portable divisions so that fish can either be boxed or carried in bulk when industrial fishing.

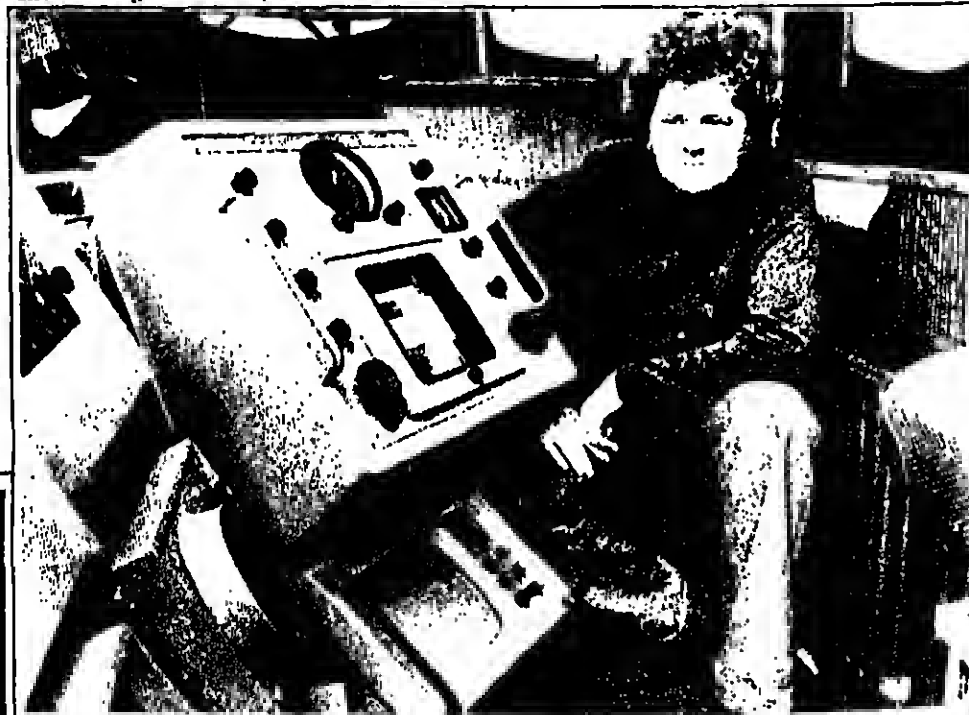
The boats are each powered by a Volvo TMD 120A which produces 260 hp. This will drive through an MRF gearbox with a high 5:1 reduction ratio.

The propeller works in a Kort nozzle and, with this arrangement, the owners hope to get very high pulling power together with a good fuel economy. The hydraulic pumps and other auxiliaries are driven from the front of the engine.

The two WFA-approved hauls are being constructed side-by-side and are due to be launched within a week of each other. The owners hope to be pairing by early summer.

The normal crew will be five, but if fishing becomes more restricted they will have to go prawning with a smaller crew.

This type of vessel could well prove to be the prototype for the medium sized fishing boat of the future.



Skipper Tom Stevenson with the CQ scope (bottom centre) aboard *Green Field*.

## 'FORESTER' AGAIN

HULL OPENED this week with wet fish landings of 1,895 kils from one trawler and one Danish seiner.

Hamling's *St. Dominic* (Sk. D. Platten) — back from a 17-day trip to the Norway coast — grossed £43,717 for a turnout of 1,390 kils, including 574 kils of haddock, which averaged 235.87 per kil (the vessel's codstuffs average per kil was 229.28).

The same day the Danish seiner *Torbo Møysbrett* made £7,307 for 506 kils, mostly codling, caught in a 14-day

North Sea trip. Newington's *C. S. Forester*, winner of the Hull Distant Water Challenge Shield in 1970 and 1977, hauled the first monthly (also in 1978).

The latest placings (last issued last weekend) show a 2,128 points gap between this vessel, and the closest contender, Boyd Line's *Arctic Cavalier*, which finished fourth last year.

Morr's *Westell* — only 48 points behind *Arctic Cavalier* — lies third, with Hamling's *St. Dominic* fourth and Boyd Line's *Arctic Vandal* fifth.

## 'Streamlined'

A NEW streamlined approach to engine parts distribution and service in the southern half of Britain is being introduced by R. A. Lister & Co.

Lister makes diesel engines up to 250 bhp. Savilla Tractors Ltd. and Nicol & Andrew have been appointed parts and service distributors for the southern half of Britain.

Savilla has 85 years' experience of serving the construction and agricultural equipment industry, operating from 11 depots. Each depot will stock a comprehensive range of Lister parts, and

to 15,000 part numbers being centrally controlled from a computer at Stratford-upon-Avon. There are overnight delivery services between all depots.

Nicol & Andrew has been distributors for Lister of Dursley, Gloucester, for many years, and, in 1976, was appointed distributors for Scotland.

Field service for marine engines will be greatly improved by an increased number of specially-trained service engineers available in the Savilla and Nicol & Andrew companies, according to Lister.

## Scope on sale soon

SIMRAD's new CQ sonar scope is proving its worth aboard the trawler *Pescadore II* and *Green Field* for mackerel fishing. They are the first boats to have the unit fitted.

The CQ scope operates with Simrad SL, SK, SG, SQ, ST and SU sonars and will become generally available soon.

The 12 in. screen incorporates an original offset capability whereby the picture can be adjusted to give maximum view in any direction, including astern.

The CQ covers all the ranges of the sonar concerned — changing automatically — plus two extra short ranges (0-75, 0-150m) not provided on paper.

Skipper Tom Stevenson, *Green Field*, which has an 8000 watt sonar, said: "A lovely picture. A big advance in range. At 2,500 m returns at 1,250 m. Mackerel at 1,250 m. I said he liked the facility, the two ranges and the picture."

# Norway tries Scottish seining

THE SUCCESS of Scottish seine net fishermen off Norway has been carefully noted and now Norwegian fishermen may adopt this method outside coastal waters.

Norway's Institute of Fisheries Technology Research has been carrying out tests with 'flyshooting' gear in the North Sea and Barents Sea.

Previously, Norwegians had only used the seining technique for fishing shallow water around the Lofoten Islands and off Finnmark.

According to the institute, more than 200 Scottish boats with seine gear are taking a large part of their annual catch in the Norwegian North Sea zone.

The Norwegian sector of the North Sea is particularly suitable for seining, says the institute.

Test seining has been conducted since 1976 using the 18 ft. wooden fishing boat *Nova*. The vessel, fitted with

## Refloated

THE HULL-based freezer stern trawler *Boston Lincoln* went aground in Scrabster Bay, off Calthness, on Tuesday evening.

*Boston Lincoln* heeled over and she was refloated. She put into Scrabster.

Both the mission service and the local coast rescue company were on hand.

a 100 hp engine, operates with a crew of five, including the skipper.

Norwegian hydraulic rope drums and a Scottish seine winch were installed, plus guide rollers for the ropes. A 110 hp diesel was installed to power the high-pressure pump.

Tests showed that, by using drums for storing the seine rope, it was possible to drift with much greater rope lengths than before.

This, says the institute, opens possibilities for seining at greater depths and farther

out to sea than has been usual in Norway.

The rope drums also mean reduced wear as kinking of the ropes is avoided.

The Scottish-style rigging has been modified so that the ropes are guided overboard during setting to provide an open and safe working deck.

Deck machinery has been controlled from the bridge to free the crew to concentrate on fish handling. North Sea catches often consisted of small haddock and gutting was a mammoth task until a machine was installed.

North Sea prospects appear good for seine fishing, but possibilities in the Barents Sea are said to be still an open question.

Technically, it proved possible to operate the seine at depths of about 200 fathoms where the bottom was even and not too stony or soft. Further work is needed to adapt to fishing in these depths, however.

## TAX TO STAY ON SAFETY LIGHTS

AN MP has taken up the call in *Fishing News*, February 17, to cut the luxury bracket VAT rating on navigation lights.

Alick Buchanan-Smith MP (Con., Angus and Mearns) asked the Chancellor of the Exchequer if he would abolish the higher 12 1/2 per cent VAT rate on items essential for the safety of fishing vessels, such as navigation lights.

The short answer was 'no'. Replying, treasury financial secretary Robert Sheldon said: "The 12 1/2 per cent higher rate of VAT applies to goods of a kind suitable for

use as parts of higher rated boats. It would be impracticable to distinguish for VAT purposes between identical parts according to the type of boat in which they are to be installed.

"In practice, VAT-registered traders buying such equipment for their business use may reclaim the VAT as input tax."

However, the higher rate does not apply to liferafts which comply with the requirements of the Merchant Shipping (Life Saving Appliances) Rules 1965, nor to safety equipment such as flares, lifebuoys, lifejackets, safety harnesses and fire extinguishers."

# WFA to export Girl Rona

A DEVON trawler which was raised from 200ft. down after sinking last year is to start a new career in Brunel, south-east Ales.

The 50ft. Tynmouth boat *Girl Rona* is being purchased by the White Fish Authority on behalf of the Brunel Government. She is to be used as a fisheries research and training vessel.

Final contracts still have to be signed, but the price of the boat, including equipment, is understood to be around £150,000.

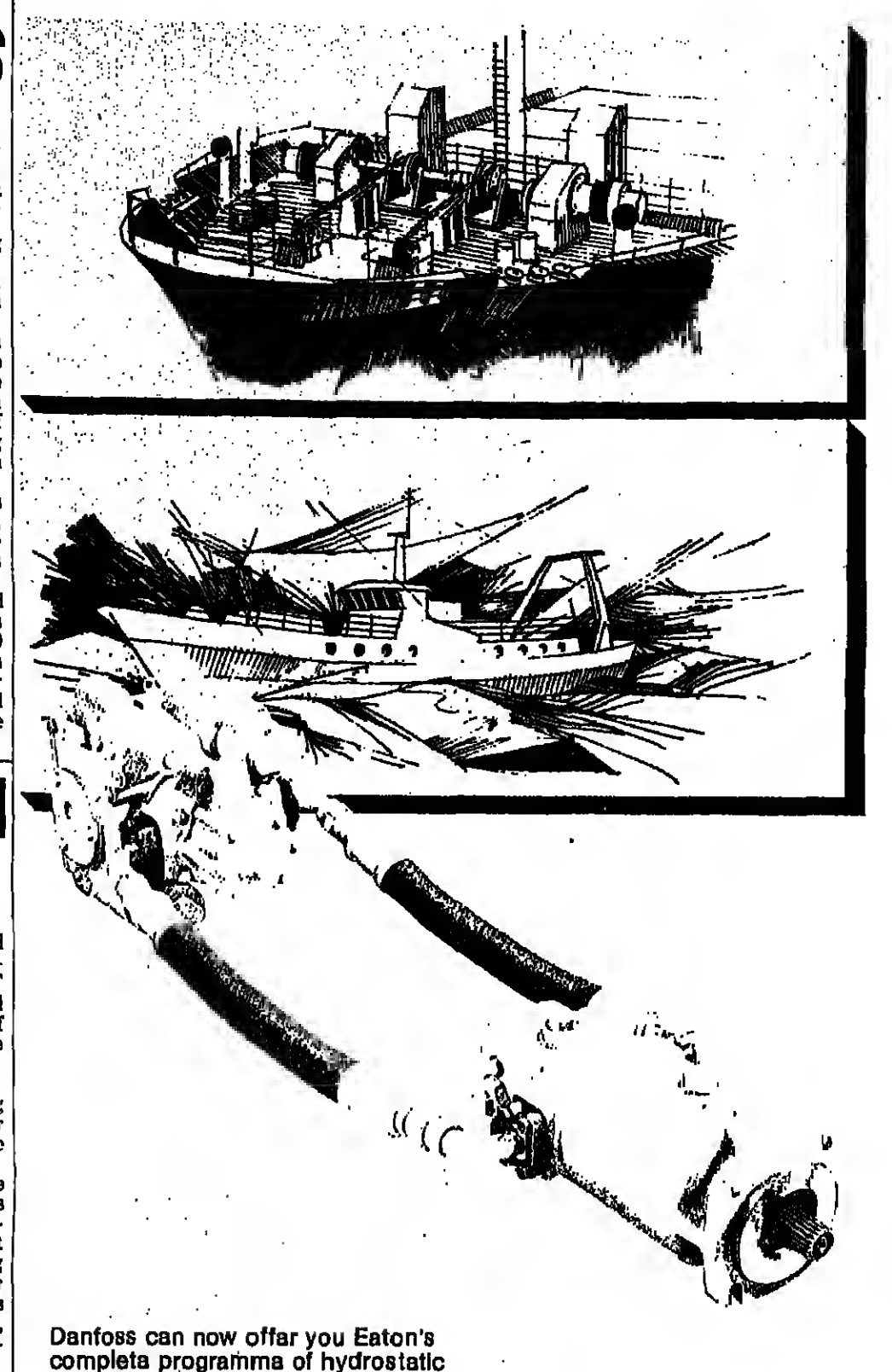
Some modifications are being made to *Girl Rona*. Those will include fitting sonar, altering the fishroom and expanding the accommodation.

This work is to be done by a Humber-side firm, as yet unnamed.

The vessel will be commanded by an ex-Hull trawler skipper, Mervyn Hough, who will work with a scientist and four crew. He will train the crew and the vessel will operate on the offshore grounds out to 40 miles from the coast.

*Girl Rona*, owned by Reg Matthews, sank in a storm after springing a leak off Dodman Point. Five-ton flotation bags were used to bring the vessel up 50ft. at a time before she was towed to shallow water. The wreck is believed to have been sold for a three figure sum.

*Girl Rona* will operate on the offshore grounds out to 40 miles from the coast. *Girl Rona*, owned by Reg Matthews, sank in a storm after springing a leak off Dodman Point. Five-ton flotation bags were used to bring the vessel up 50ft. at a time before she was towed to shallow water. The wreck is believed to have been sold for a three figure sum.



Danfoss can now offer you Eaton's complete programme of hydrostatic transmissions for closed circuits. The programme includes variable axial piston pumps and constant and variable axial piston motors in five sizes from 54 cm<sup>3</sup>/rev (3.3 in<sup>3</sup>/rev) to 125 cm<sup>3</sup>/rev (7.6 in<sup>3</sup>/rev). Sizes up to 480 cm<sup>3</sup>/rev (29 in<sup>3</sup>/rev) will be introduced later.

Max. pressure: 250 bar cont. (3500 lbf/in<sup>2</sup>) 420 bar int. (6000 lbf/in<sup>2</sup>)

Max. torque: 82 daNm (~kpm) (7270 lbf·ft)

Max. power: 235 kW (320 hp)

Characteristics:

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- High degree of efficiency
- Long life
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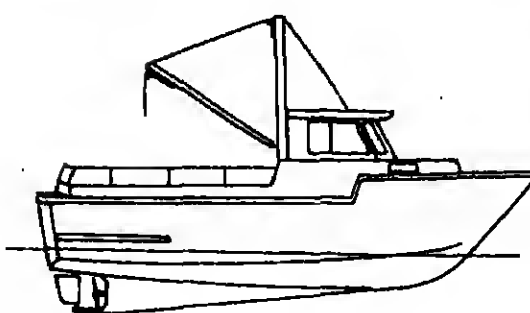
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## Hydrostatic Transmissions

# DANFOSS

# HYDRAULICS

## conyer marine ltd STEEL FISHING CRAFT



8.5 metre Fishing Vessel/Workboat

Length O.A. 8.5m. (28')  
Length W.L. 7.1m. (23' 3")  
Beam 2.6m. (8' 6")  
Draft 1.0m. (3' 3")  
Designer F.R. Williams  
Engine Up to 120 hp.

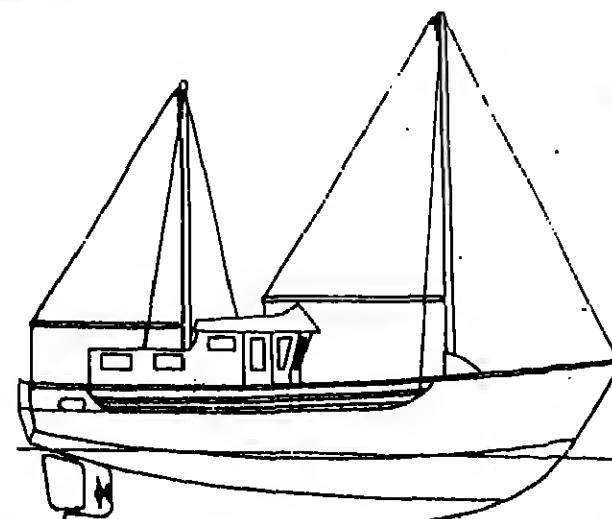
BASIC BOAT PRICE £4,950



11 metre Fishing Vessel

Length O.A. 11.0m. (36')  
Length W.L. 8.4m. (27' 10")  
Beam 3.8m. (12' 6")  
Draft 1.3m. (4' 3")  
Based on PCF38 by Bruce Roberts  
Engine Up to 100hp  
Optional Displacement 10 tonnes approx.  
Ballast 4 tonnes approx.

BASIC BOAT PRICE £12,785



Basic boat in all cases includes the following: Hull, Deck and Superstructure, engine bed, stern tube, rudder, stock and tube, fuel and water tanks. All fitted. Window and scupper apertures out to instructions. Shot blasted and primed with two coats of zinc-rich epoxy based paint.

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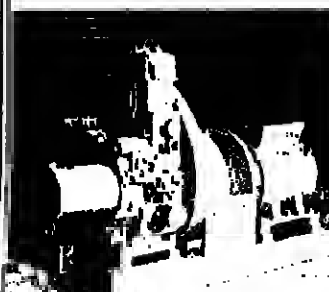


## WILMAR AUXILIARY SETS

Suppliers of the Lister HRW 3  
Auxiliary Set to the new trawler  
**ALTAIRE**

wish Skipper John Peter Duncan  
and Partners good luck and  
good fishing

### EXAMPLES OF CUSTOM BUILT RANGE



Marine Aux. Set comprising Lister  
374 b.h.p. at 1,800 r.p.m.  
Tensometer ACG 602, 110 volt DC,  
12.5 kW output Generator, Diesel  
B&B Bilge Pump, Pulleys for Hydraulic  
Pump and Battery Charging Alternator  
Drive.



Marine Aux. Set comprising Lister HRW3  
374 b.h.p. at 1,800 r.p.m.  
Tensometer ACG 602, 110 volt DC,  
12.5 kW output Generator, Diesel  
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Drive.

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**WILMAR ENGINEERING SERVICES**  
(ABERDEEN) LTD  
Precision Engineers  
CRAIGSHAW ROAD, TULLOS, ABERDEEN  
Telephone 0224-871999

### Good wishes

to Skipper John Peter Duncan  
and his Partners of

## ALTAIRE

from her builders

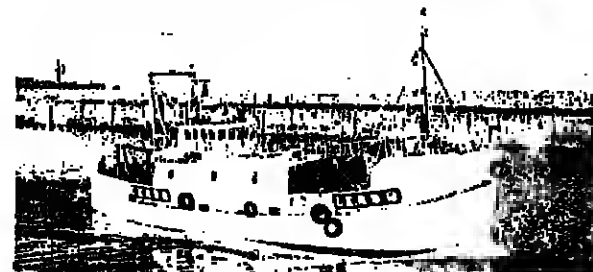
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Prop. R. R. Forbes

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ALTAIRE'S ENGINE ROOM FIRE EXTINGUISHING  
SYSTEM IS A "MARINEX" 80IN HALON GAS  
UNIT FROM ANGLESEY FIRE PROTECTION.

FIRE PROTECTION AND ALARM—A "MARINEX"  
242 UNIT SUPPLIED BY  
ANGLESEY FIRE PROTECTION,  
SUPPLIERS OF EVERY ITEM OF FIRE FIGHTING  
EQUIPMENT

BENLLECH - ANGLESEY - WALES

# SHETLAND 'SHIFT' BOAT

## — nine crew to keep 74-footer hard at it

SHETLAND'S latest  
wooden trawler is in  
for a hard life. The 74  
ft. *Altaire* has a total  
crew of nine so that  
three can be resting  
ashore while the boat  
gets in as much fishing  
time as possible.

She has been built by J.  
and G. Forbes of Sandhaven,  
near Fraserburgh, for a  
partnership of seven  
Shetlanders headed by  
Skipper John Peter Duncan  
of Ollaberry.

### Revival

The transom sterned vessel  
is fitted for trawling only and  
Skipper Duncan said they  
plan to catch white fish for  
human consumption,  
although the boat can go in-  
dustrial fishing.

Catchees will be put ashore  
at Lerwick as there are no  
facilities for larger vessels at  
Ollaberry, a port in the  
Northmavine district at the  
northern end of the Shetland  
mainland.

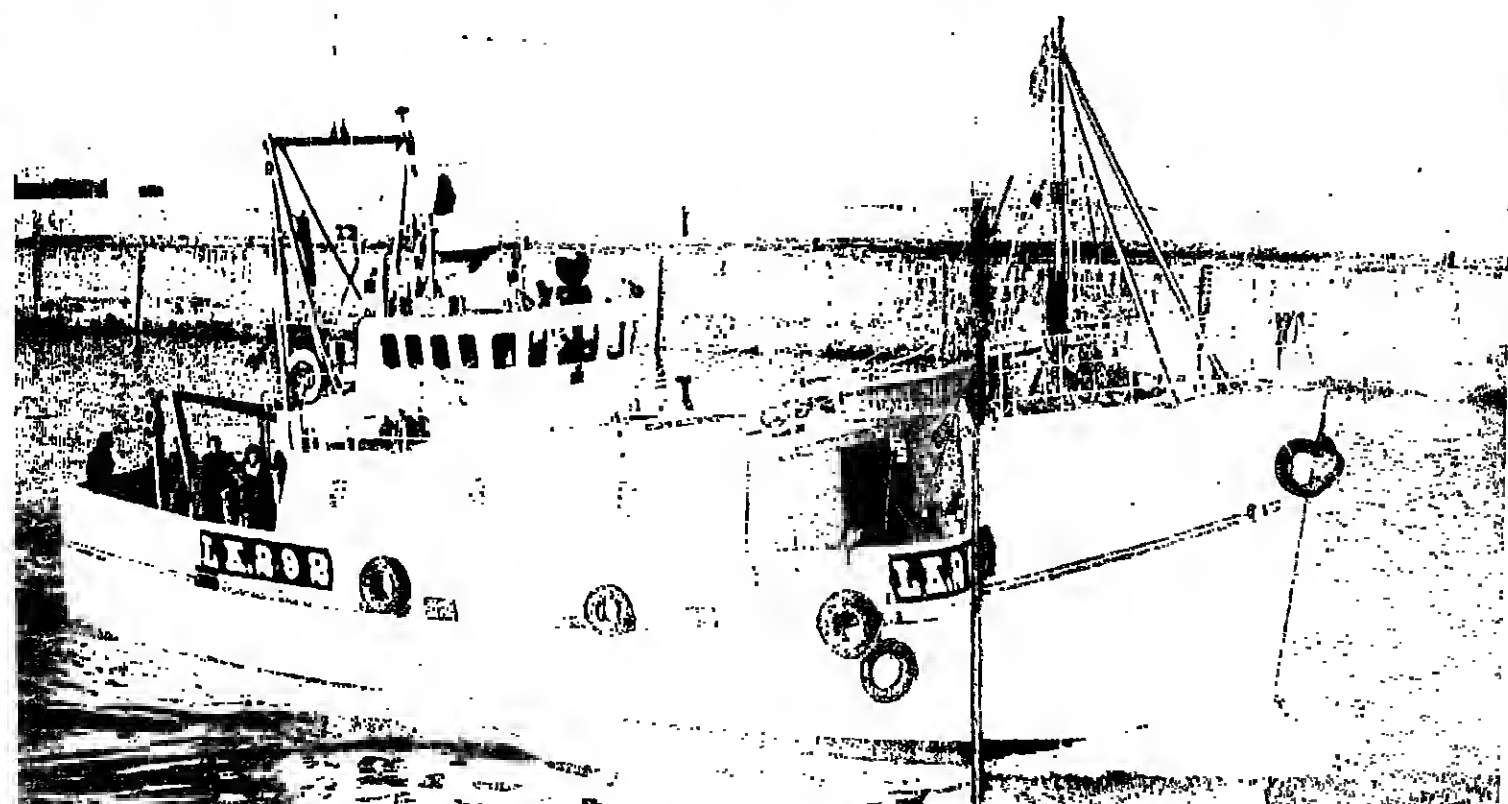
During the last eight years  
or so there has been a revival  
in the fishing industry in the  
Northmavine area. About 20  
jobs have been created  
aboard boats bought by local  
skippers.

Around another 20 people  
work at the Northmavine  
Fish Processing Co. which  
buys fish from boats owned in  
the area.

A number of men who had  
moved away to find employ-  
ment have now been en-  
couraged to return home.  
These include Alletair  
Inkster, who came back from  
England to take command of  
a local boat. He is now to sail  
as mate aboard *Altaire*.

John Peter Duncan has  
been a skipper for about eight  
years and *Altaire* is his third  
command. She is of  
traditional Scottish design,  
with the deckhouse aft, but  
has one or two unusual  
features.

The boat is fitted with a  
propulsion nozzle from the  
Dutch firm of Hodi.



The 74 ft. wooden trawler *Altaire* (above) has been built for a partnership of seven Shetlanders

Marketed in the UK by  
Morep Ltd. of Halifax, Hodi  
nozzles are fitted to several  
Aberdeen trawlers and their  
increased towing power leads  
to a big reduction in fuel con-  
sumption.

Skipper Duncan told  
*Fishing News* that he chose  
the equipment after seeing it  
on display on the Morep  
stand at the Catch '76 fishing  
exhibition in Aberdeen.

### Shelter

The equipment is supplied  
together with a propeller  
which has been specially  
designed to fit the nozzle for  
maximum efficiency.

Another distinctive feature  
of *Altaire* is her long  
deckshelter which gives her  
an unusual profile.

J. and G. Forbes and Co. of  
Sandhaven is well known as a  
builder of stout wooden-  
hulled vessels which are both  
good looking and seakindly.



Above: Skipper John Peter Duncan of *Altaire* (right) with  
Inkster, plan to work her on white fish. Below: *Altaire* at the  
yard at Sandhaven, near Fraserburgh, before launching.



one of 3.6 kW and the other of  
4.8 kW.

Another GGG bilge and  
general service pump and  
Transmotor 24 V generator  
are driven from the 37 hp at  
1,500 rpm Lister HRW3 aux-  
iliary set. This was supplied  
by Wilmar Engineering of  
Aberdeen.

A total of 3,350 gallons of  
fuel oil are carried in tanks in  
the engine room and aft. The  
engine room is very tidy and  
uncluttered for a vessel of her  
length. As is customary with  
Forbes-built boats, the  
engineering work is carried  
out by the Safford Marine  
Engineering Co. of Fraser-  
burgh.

### Hydraulics

Electrics were handled by  
R. D. Downie and the plum-  
bing and hydraulic installa-  
tion was carried out by  
Stephen and McNab.

The hefty Norwinch TC11  
trawl winch is fitted  
athwartships, on the main  
deck forward, and has local  
controls.

A Lossie Hydraulic Co. 24  
in. power block is hung on a  
derrick aft of the deckhouse,  
and the Norwinch boom  
swinger is fitted at the base  
of the foremast.

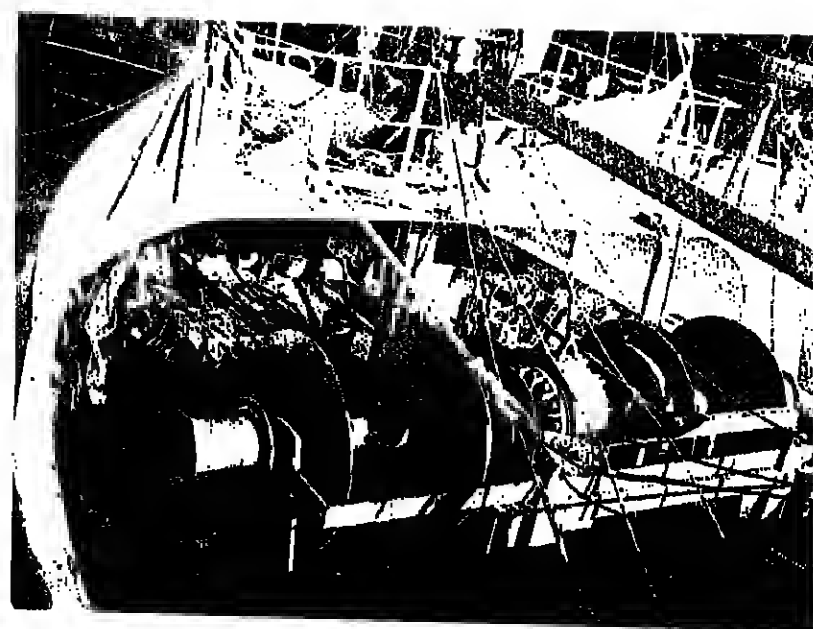
Trawl gallows are fitted on  
the quarters and the deck  
layout enables the vessel to  
tow her gear over the stern.  
When the net has been haul-  
ed, the bag of fish will be  
taken alongside for lifting  
aboard forward by the fish  
derrick. This unit also  
doubles as the landing  
derrick.

The fish room, insulated on  
the bulkheads, is fitted with  
steel stanchions and wooden  
boards. Its main hatch is  
divided into two, with one  
half being below the deck  
shelter.

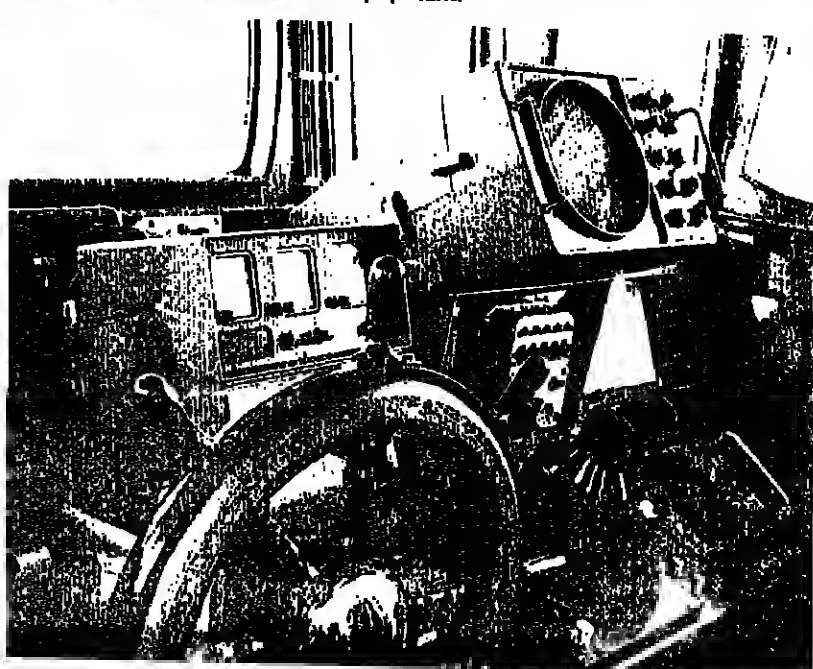
A smaller hatch is fitted  
over the after end of the fish  
room. It is located below  
another hatch in the deck  
shelter and can be used for  
discharging industrial  
catches.

Mitchells (Fraserburgh)  
Ltd. carried out the metal  
fabrication work including  
the steel deckhouse and  
masts, also the aluminium  
wheelhouse, whaleback and  
deck shelter.

Gilson hlocks are from  
Aussel Jones and Chalmit  
rubber-cased floodlights are  
housed on the superstructure.  
Fish finding equipment in  
the wheelhouse comprises

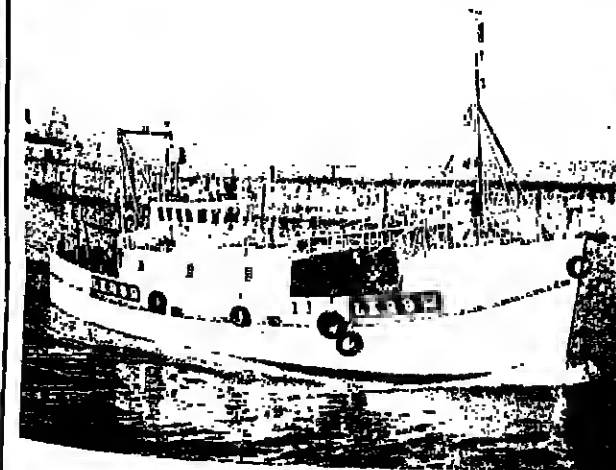


Right: the powerful Norwinch TC11 trawl winch, positioned on the main deck  
forward, is fitted with local controls. Below: *Altaire's* wheelhouse equipment  
comprises Waerner SS220 sonar and Atlas 720 Fishfinder amongst the other  
communication and navigation equipment.



Turn to page 14

## Power and Efficiency from Lossie Hydraulics for the new trawler ALTAIRE



Congratulations  
to  
Skipper JOHN  
PETER DUNCAN  
and his Partners



POWER BLOCKS - (UP TO 36" DIA. SHEAVES)  
MULTI-SHEAVE NET HAULERS - (15" DIA. SHEAVE)  
GILL NET HAULERS - (17" DIA. SHEAVE)  
DISCHARGE WINCHES - (SPEED OF 120FT/Min. OR  
MORE. 1 TON PULL)  
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ROPE REELS - (9 COILS, 2 1/2" ROPE UP TO 24 COILS, 3 1/2" ROPE)  
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throughout the world

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**LIMITED**  
GOOD LUCK TO THE TRAWLER  
**ALTAIRE**  
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SPECIALISTS IN ALL TYPES OF STEEL  
AND ALUMINIUM SHIP REPAIRS  
CASINGS — WHALEBACKS — FUEL AND  
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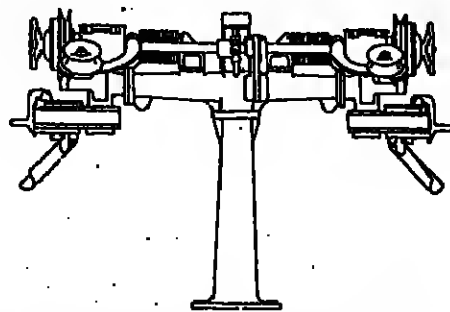
**STEPHEN AND McNAB**  
**MARINE PLUMBERS**

ALL GOOD WISHES TO SKIPPER  
JOHN PETER DUNCAN TOGETHER  
WITH HIS PARTNERS AND CREW  
ON

**ALTAIRE**

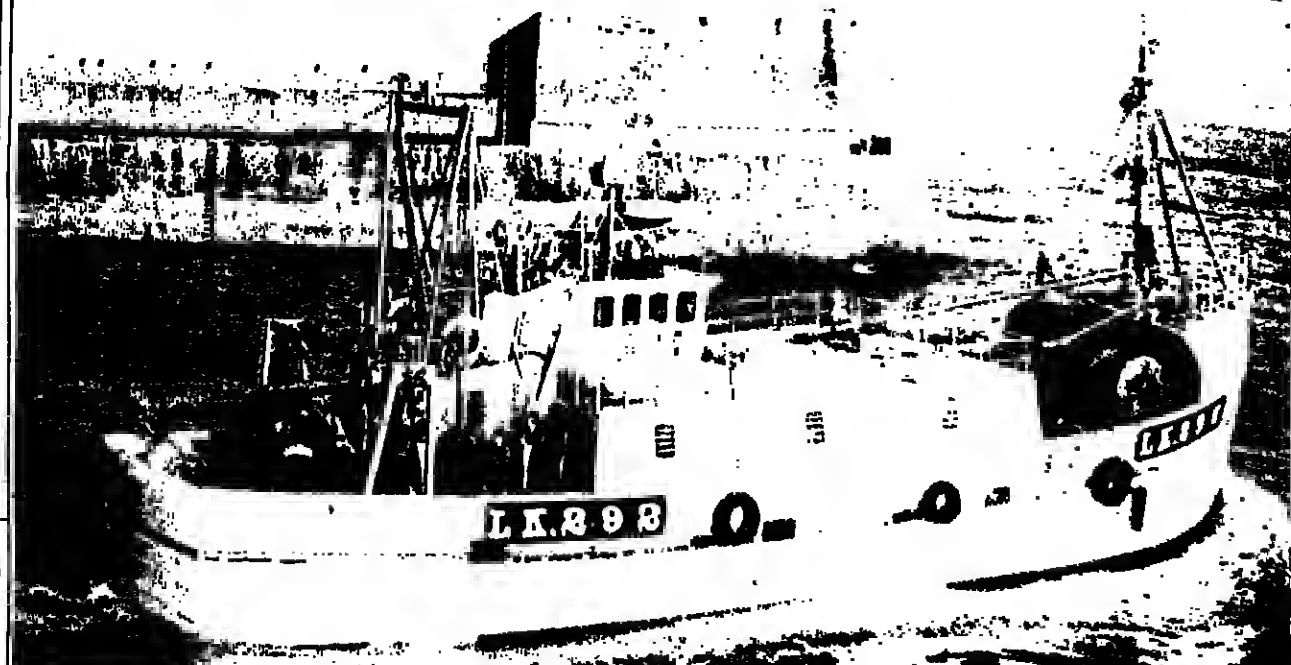
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EASY MAINTENANCE • TOUGH CONSTRUCTION  
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Telephone: Bungay 2396 & 3198. Telex: 578195

**SHETLAND 'SHIFT' BOAT**



From page 13

Weimar SS220 sonar and  
Atlas 720 Fishfinder, the  
latter being supplied by the  
new firm of Atlas UK Ltd.

Decca supplied most of the  
communications and  
navigating equipment, in-  
cluding "Sailor" T128 R105  
SSB radio telephone;  
"Sailor" RT144B vhf radio  
telephone; Audix Intercom  
system; 350 T Track Plotter;  
two Mk. 21 Navigators; 450  
Automatic Pilot; RM 914C  
and 050 radars; and "Sailor"  
RT114M Watchkeeping  
Receiver.

The 914C radar suppresses  
rain and sea clutter and is to  
be fitted with the VP2 unit to

remove noise and in-  
terference. This unit also  
brightens the picture and  
enlarges the more distant  
echoes.

Other fittings in the  
wheelhouse include Speich  
blade-type window wiper,  
Tenford 115 ESG steering  
gear and Morse dual station  
engine controls.

The galley, located in the  
after part of the deckhouse, is  
equipped with a New World  
Conquest gas cooker and  
Valliant water heater. A Con-  
doleatic Gas Sentry gas detec-  
tor is fitted.

Accommodation in the fore  
end of the deckhouse, below  
the wheelhouse, includes  
W.C., shower and the

messdeck. A fresh water tank  
in the stern carries 500  
gallons.

The crew's cabin below  
deck, aft, is heated by a  
Rafels oil stove which also  
feeds radiators in the  
boat's deckhouse and  
wheelhouse.

Altair's engine room fire ex-  
tinguishing system is a  
Marinex 60 Halon gas unit  
from Anglesy Fire Protec-  
tion supplied and fitted by  
Stephen & McNab of Fraser-  
burgh. The system, protecting  
a volume of 3,715 cu ft., is  
contained in a small cabinet  
mounted above the  
wheelhouse/galley. The  
Marinex 60 weighs only 88lb.

For Marinex 242 fire  
detection/alarm system, also

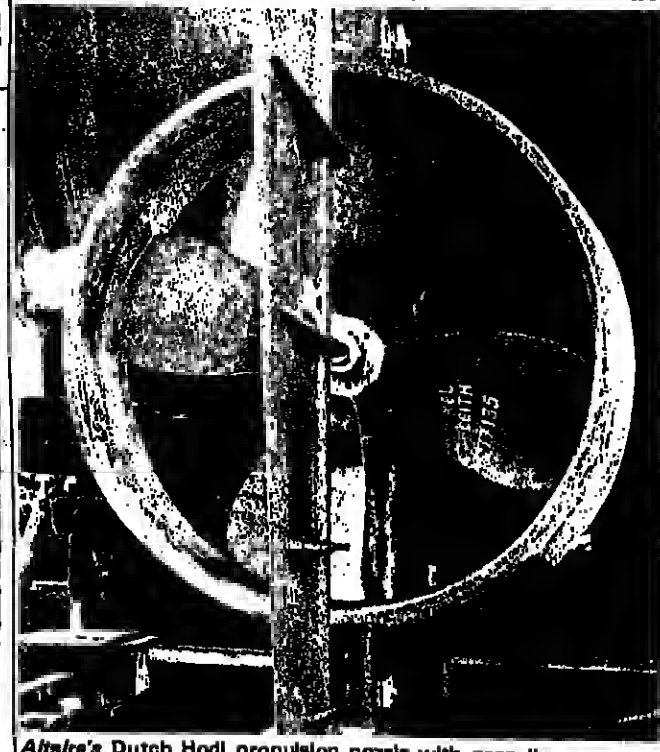
Altair has a total crew of nine.  
With only six aboard at one  
time, she will get as much  
fishing time in as possible.

from Anglesy Fire Protec-  
tion, was supplied and instal-  
led by R. D. Downie of Fraser-  
burgh.

The system combines  
both heat and smoke detec-  
tion to give early warning of  
overheating or fire in the  
engine room or cabin where  
detectors are sited.

Should the wiring be  
damaged, an instant warning  
is given by twin amber lamps  
and horn. The damaged wire  
is identified on the control  
unit.

Other fire extinguishers are  
from L. & G. Fire Appliances  
Ltd. of Aberdeen.



Altair's Dutch Hodi propulsion nozzles with propeller.

**HODI  
VAN VOORDEN**

ARE PROUD TO HAVE SUPPLIED

**THE NOZZLE AND  
PROPELLER**

TO M.F.V.

**"ALTAIRE"**

FOR FITTING BY  
J & G FORBES, SANDHAVEN

**HODI NOZZLES**

THE DUTCH SPECIALISTS  
WITH THE EXPERIENCE IN

**PROPULSION  
EFFICIENCY**

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**MOREP LIMITED**  
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**Power—at a  
lower price**

PRICES of new engines  
are continually in-  
creasing. So, a Dorset  
firm is finding an expan-  
ding market for its recondi-  
tioned engines.

Darglow Marine Ltd. of  
Poole offers both four- and  
six-cylinder versions of Ford  
diesels in fully modernised and  
reconditioned form.

The basic engines are in-  
dustrial units which are  
overhauled with new or ex-  
change parts being fitted to  
replace the pumps and elec-  
trical equipment.

All the reconditioning equip-

ment is new and of good  
marine standard. Darglow  
even offers a six-month  
warranty with each unit.

The four-cylinder unit  
produces 71 hp and the six-  
cylinder unit, 113 hp. They  
are supplied matched to either a  
PRM or a Borg Warner gear-  
box and the price is around  
two-thirds of a new unit. Full  
installation kits are available  
with the engines and these in-  
clude both propeller and  
shaft.

These reconditioned  
engines are fitted in both new  
and older boats.

**Steel vessel orders  
start coming in**

THE FIRST of a new  
35 ft. long class of steel  
fishing/workboats be-  
ing built by the  
Salisbury-based firm  
of Avon-Brunel Marine  
is nearing completion.

The prototype is destined  
for Egypt, but the second has  
been sold to Jersey, in the  
Channel Islands, as a fishing  
boat. Some four more boats  
are on order for fishing.

Avon-Brunel has received  
over 60 enquiries since the  
design was completed and  
advertised. Now, several more  
contracts are nearing comple-  
tion for this design to be built  
as a fishing boat.

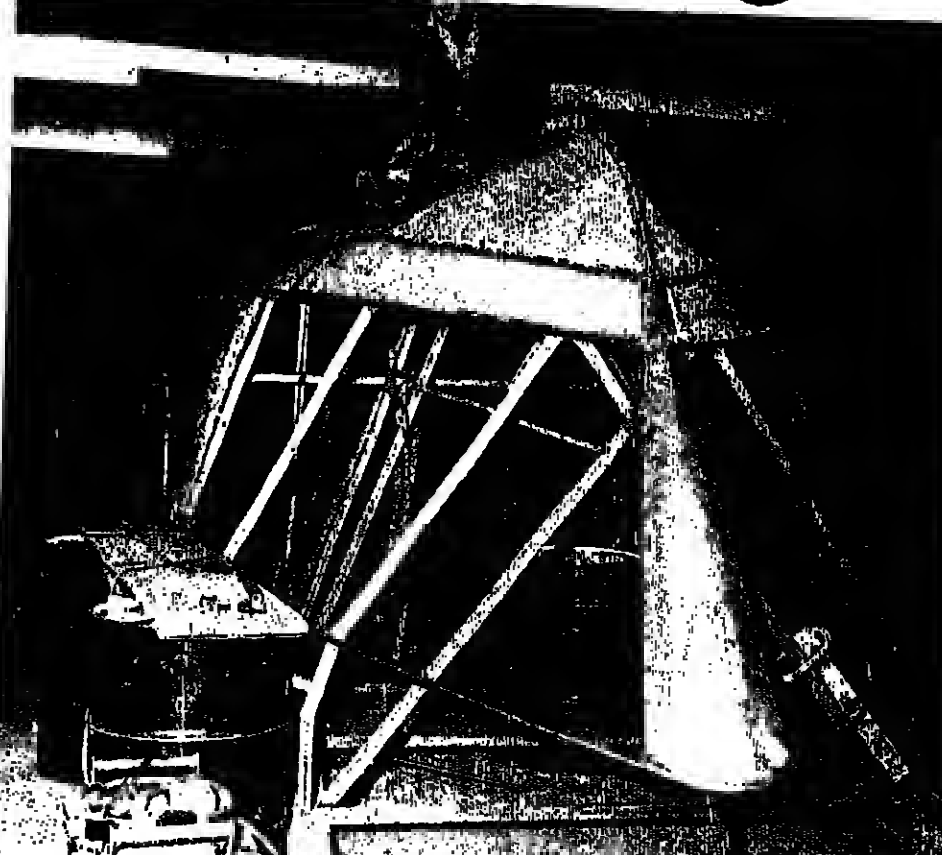
The hull is of the twin-  
chine type with a transom  
stern. All of the plating  
follows developed curves so  
that no difficult plate bending  
is required.

The beam is 11 ft. and the  
draft between 3 and 3.5 ft.  
depending on the machinery  
fitted. Fuel capacity is 200  
gallons and this can be either  
in separate tanks or built in-  
tegral to the hull.

Vessels can be fitted with  
either a forward or aft  
wheelhouse to suit re-  
quirements. The hull can be  
completed by the customer or  
Avon-Brunel with a variety of  
equipment as options.

The machinery fitted can  
be either single or twin screw,  
with the optimum single  
engine being the Ford 6-  
cylinder diesel. The speed  
range depending on the  
machinery fitted is between 9  
and 12 knots.

The boat for Jersey is fitted  
with a re-conditioned  
Darglow 6-cylinder Ford



engine which develops 113  
hp. She will be a forward  
wheelhouse version and has  
been ordered by North Jersey  
Fisheries Ltd., Avon-Brunel  
agents in the Channel  
Islands. Avon-Brunel is  
looking for agents in Europe

as it anticipates a con-  
siderable export market for  
this design.  
The cost of the bare hull  
with fittings is £4,750 design-  
ed to Lloyd's requirements,  
allowing the boats to be com-  
pleted to Lloyd's standards if  
required.

Above: the prototype Avon-  
Brunel 35 steel hull takes  
shape at the firm's Salisbury  
factory. A potter for Jersey will  
be finished soon.

**NEW DESIGNS BY  
KENT YARD**

A FAMILY-RUN  
boatyard in Kent is hop-  
ing that the first orders  
for the two new 28 ft. and  
35 ft. steel fishing vessel  
designs will be booked  
soon.

Conyer Marine of Conyer  
Quey, near Sittingbourne, is  
talking with some Essex  
fishermen interested in new  
designs for their boats.

The firm is just venturing  
into the fishing boat market  
with the two designs which  
have been prepared this year  
— and a boat could be in the  
water within about six  
months. Building time is es-  
timated to be some four

months.  
Boats would be based on  
standard steel hulls and the  
main dimensions of the  
smallest one are: length  
overall, 28 ft.; length on the  
waterline, 23 ft. 3 in.; beam, 9  
ft. 6 in.; and draft, 3 ft. 4 in.

The firm recommends an  
engine of up to 100 hp and the  
price of the hull is £5,850.

Conyer's 35-footer has a  
waterline length of 30 ft. 10

in.; beam, 12 ft. 6 in.; and  
draft, 4 ft. 3 in. Hull prices  
start at £12,785.  
The yard will fit out the  
hulls to any stage and offer  
dock layouts to suit in-  
dividual fishermen. Hulls will  
be supplied with the  
steelwork shut-blasted and  
primed.

**History**

Fuel and water tanks will  
be built in and the rudder,  
stock and tube, stern tube  
engine beds, structural  
bulkheads, access hatches,  
bollards and sampson posts  
will be fitted during construc-  
tion.

Boats have been built on  
the site of the Conyer yard  
since the turn of the century,  
although the Speare family  
took over in 1967 and now  
employs 12 workers. It  
recently completed a big

**Irish potter**

A 26FT 6IN long boat built for lobster potting out of  
Galway, Ireland, has been completed by Dalcra of  
Malahide, Co. Dublin.

The boat, which has a beam of 9 ft. 8 in. and draft, 3  
ft. 3 in., is powered by a 1.5 Layland diesel to give a  
speed of about 14 knots.

She has a flush self-drawing deck, foredeck and  
single-handed operation. The craft has been fitted out for  
one pot hauler mounted alongside the wheelhouse.  
The Galway boat is the 26th Dalcra has com-  
pleted in 24 years based on the same GRP hull. The  
boats are being worked throughout Ireland, mainly  
for lobsters, oysters and salmon.

FISHING NEWS

**Billingsgate**

IT IS PERHAPS one indication of the shortage of peo-  
ple employed and customers attracted to Billingsgate  
that the facilities for refreshment have now become so  
poor.

Not that long ago three pubs opened their doors  
at 7am: the Old King's Head and Mermald on the  
Lawn, the Yarmouth Packet opposite the Customs  
House and the Cock, directly across the road from the  
market.

One could rely on finding certain people at certain  
times in certain bars end, usually, imbibing certain  
drinks of which whiskey in hot milk was a winter  
favourite.

There was a sufficient number of bare end variation  
in their prices and accommodation that a natural selec-  
tion took place that allowed business to be done here,  
while the fortunes of West Ham were discussed at the  
top of half a dozen voices there. Also, this is no longer  
so.

One bar in one pub remains. Its clientele is not the  
most civilised. Its surroundings not the most  
salubrious. We occasional, rather than compulsive,  
drinkers are forced to stay at least until 11am.

Nor is the situation much better where non-alcoholic  
drinks are concerned. Cafes lost in the various waves  
of re-development to the north of the market have  
never been replaced. There was Brazier's in Monument  
Street, the Pie Shop in Botolph Alley, Nell's by the  
Customs House, Len's Milk Bar up at St. Mary's Hill  
and, the most famous one of all, the cafe in One Tree  
Park. Now they are gone. All that is left is the grandly  
named, if not grandly equipped, Piscatorial Cafe in the  
market itself and a coffee stall in the lorry park.

While a few buyers still use Plumbo's and Frank's in  
Fish Street Hill, there is really nowhere to take a  
reasonably discerning visitor; nowhere to discuss  
business over a poached fennel, nor future supplies en-  
sured by the suitable entertainment of one's coastal  
man to a pair of grilled kippers.

The time was when one of the highlights of a visit to  
Hull was breakfast in the Merchants' Club. It is strange  
that Billingsgate, even in its heyday, never produced  
anything like that.

Recalling some of the  
stories which appeared in  
our columns this week 50  
years ago.

MARCH 10, 1928

EIGHTEEN men drown  
when Icelandic trawler  
John Forseti grounds at  
Stafnes.

ROUGH seas cut off in-  
habitants of Tory Island  
from mainland for  
several weeks. Islanders  
forced to live on limpets.

FIFTEEN-foot live whale  
washed up on Belhaven  
Sands near Dunbar. Deep



gash in its tail indicates it  
was struck by a ship's  
propeller.

SOVIET fishermen scouting  
White Sea discover party  
of fishermen stranded on  
hat.

ice-flow. They had been  
there eight days without  
food or water.

CANADIAN seal hunting  
fleet to be directed by  
plane specially built in  
England. It has a range of  
500 miles.

ABERDEEN trawler Wm.  
Butler stranded on rocks  
at North Head,  
Peterhead. Crew rescued  
by breeches buoy.

BOILED cod's heads be-  
ing used to decorate  
ladies hats. After the  
head has been boiled and  
deodorised, sealing wax  
is used to attach it to the  
hat.

**NEW! Real power, with real control.**

At Spencer-Carter, we have made the needs of today's fishermen our business -  
literally - and have put all our experience and know-how into our new range of  
**1 AND 1 1/2 TON HYDRAULIC TRAWL WINCHES.**

We haven't skimped in their engineering either. All components  
are of rugged construction and finish, to meet the most demanding  
conditions at sea and to ensure long life. Sensibly, the controls  
are centrally grouped for maximum control efficiency.

Hydraulic power-pecks are available,  
which can be driven by most marine engines  
and our pot, line, net haulers and gurdies  
can be incorporated into the hydraulic  
system.

If you have any problems, our  
experienced design team is just a  
phone call away to advise on types  
of equipment, service speeds, install-  
ation methods, etc.

Should you really settle for  
a lesser deal? For immediate details  
mail the coupon below.

Please send me more information on the Spencer-Carter hydraulic winches.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_

**spencer-carter LTD**  
KEARNICK ROAD, PENRYN, CORNWALL  
Telephone (0328) 73423



**Also at Portrack Grange Road, Portrack Lane,  
Stockton-on-Tees, Tel. Stockton-on-Tees 517151 Telex 59228**

**Awarded Defence Standard 95129 by D.C.A.B.**

**Dealers: Boat Rig and Barge Engineering Co. Ltd., Bessmer Way, Haffray Industrial Estate, Great Yarmouth, Norfolk.**



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\* WE FIT OUT THE FULL CYGNUS ON RANGE \*

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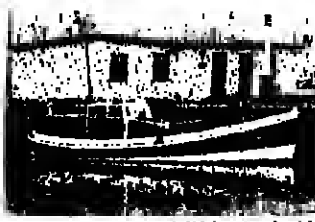
Continued from Page 21

## VESSELS FOR SALE

## PATHFINDER (OB.181)

Built Nobles of Giron 1984. O.A. length 58.6m, registered length 60.2m, tonnage 34.83. Engine 2500hp Gardner, 2:1 reduction gear. Seven ton Norr winch, small ring net winch. Engine overhaul 1977, also boat rewired. Soats property: Wesmer Sonar, one Sailor VHF, one Seller single side band R/T, Atlas 480 meter and fishlugs, Kelvin Hughes radar and range marker. On hire: Oase Mk21 and plotter. Also fishing gear with vessel.

**GEO. WALKER & SONS,**  
Fleahalsamen, Mallef.  
Telephone: (0687) 2306



41ft. ex. Lizard lifeboat, double diagonal mahogany, twin diesel, VHF radio, sounder, full inventory, beautiful condition, sound, lying Hartlepool. Price negotiable around £5,000. Consider offer genuine inquiries. Telephone: Hartlepool 62708.

BAHAIN must sell my new fast fishing boat as space is needed, this boat has 11ft. 2in. of beam with a small shelter for 2nd gear, registered 15 tons. Special reduced price of £7,000 includes 1100hp diesel and 2000lb. sounder etc. Telephone: Poole 2778.

IP23 Professionally fitted out with forward wheelhouse, 44hp. Later, all electric, telefax steering, all perfect running order. Fair price for today 13,750. Tel: Brixham 55785.

## CYGNUS WORKBOATS

Fitted out to owners requirements. 18ft. punt from £378

GM21 from £4,875  
GM28 from £11,700  
GM32 from £15,880  
GM37 from £21,370  
GM43 from £26,870  
Ross Mackenzie Boatbuilding  
Telephone: Bore Regis, Dorset (09287) 628  
25 hours service, 7 days a week

82ft. x 10ft. x 3ft. 6in., angling workboat, heavy construction, pile on oak. Ford 4D, large forward wheelhouse, VHF, sounder, safety equipment, £3,700 on. Telephone: Emsworth 6158 Hants.

73ft. 230hp GARDNER 88ft. 182hp GARDNER 54ft. 114hp GARDNER  
Offers and enquiries to:  
O. M. TAIT  
54 High Street, Preswathburgh  
Telephone: 2280

EK. Admiralty M.F.V., 85ft. x 18ft. x 7.5ft., oak planking on heavy oak frames, Gardner 6L3 engine. Ship's property: Decca radar, Kelvin Hughes sounder, Sailor VHF, radio, range marker and gunny. Hull and machinery in good order. Ideal fishing or conversion. £18,000 on. Telephone: Velludra 570642.

**M.F.V. 'ALIDA' YH 223**  
Built Whitby Shipbuilding & Engineering Co. 1908. Length overall 60ft., registered 47.1ft., breadth 10.7, tonnage 22.54, depth 6.6ft. Engine 780/180 A.B.G. Thornycroft, reduction. Automatic single level control gearbox. Soats property: Kelvin Hughes radar, Clippa RT and watch receiver, Kelvin Hughes sounder, fishfinder, Seavoice VHF RT, Macconi echo sounder, range marker, Scarborough winch hydraulic. On hire: Oase Mk21 (new) 4 man lift. This vessel is in first class condition and has recently been completely overhauled and refitted with numerous modifications all to O.T.I. standards. To interested bodies this boat must be seen and tried. Please write for comprehensive list of particulars too numerous to mention in this advertisement.

Enquiries to: P. S. Field, 'Alida' Co., Sharncliffe Way, Sarncliffe, St. Yames, Telephone: 63481

## 25ft. WORKBOATS

Variety 25ft., Marks and two hulls. Fitted out with forward or aft wheelhouse, 50hp diesel, Forthright, toilet, gas ring, large cockpit, recent survey, £2,500 on. Telephone: Rye 2678.

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FOR SALE: Fishing boat Annabelle S.A. 118. Built by Alexander Noble & Sons, Orkney 1980 for present owner. Length 36' 10", 14' 2" draft. 100hp. Bought fitted with 60 H.P. Kelvin Diesel Mk12 Decca Kelvin Hughes Echo Sounder, 2:1 reduction gear, VHF, Tiller Winch & MacCallister collar. Boat and engine in good condition, can be inspected at week-end.